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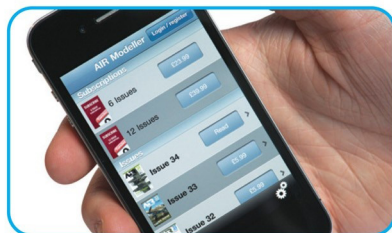


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A quieter life - we have moved!

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1:72ND SCALE MITCHELL JEAN-BAPTISTE SAILLANT

R-25J



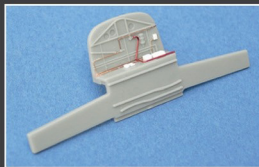
Used initially as a conventional bomber, B-25 had its baptism of fire in North Africa, but it was the Doolittle Raid on Japan April 18, 1942 that made it famous.

Its favorite field was the South Pacific where he was quickly changed to a strafe aircraft (by Major Paul "Pappy" Gunn and Jack Fox, an engineer at North American). For fear of damaging the aircraft structure, the engineers from N. A. addressed the question: the H version, equipped with its 75 mm gun, and the J, with its 14 machine guns firing forward.

Revell satisfies our modelling and our wallets with a re-box of the kit from Hasegawa.

Among the 3 schemes provided by the manufacturer (2 aircraft in aluminum, and a very famous aircraft of 345th BG) and one Dutch, it's "Emergency Strip, the most exotic (to my taste), which caught my attention.

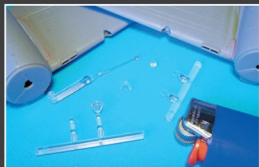
This airplane, a B-25 J-25NC, belongs to the 38th Bomber Group ("Suns Setters") 71st Bomber Squadron ("Wolf"). This unit operated from bases in Australia, New Guinea, Okinawa, and then participated in the occupation of Japan in late 1945. Huge pink hearts with a pin-up inside, and an evil wolf's head just turn the nose of the plane into a piece of art typical of the period. It is typically camouflaged olive drab (Tamiya XF-62) / Neutral Grey (Tamiya XF-53)



Details of the bomb bay are sufficient but I added a few small details with various boxes and cable. They are made with pieces of plastic card and copper wire. (0.1 and 0.3 mm diameter).



The guns are well detailed, only some holes are filled on the armor plate that protects the gunner. A second plate for headrest is made of plastic card (0.3mm). Using reference it was perforated with a punch and a handle (used to drop the guns to facilitate the evacuation of the gunner) was made of copper wire.



The landing lights were made from sections of stretched clear sprue.



The Pitot tube is rebuilt with 2 hypodermic needles (0.5 mm + 0.8 mm) embedded into each other and complemented with a small triangular piece of plastic card for finess.



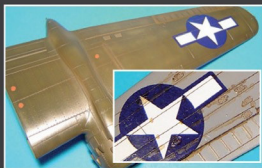
Alclad aluminum is applied with an airbrush on the entire model, it will serve as layer to reveal any defects and to scuff the paint at the weathering stage.



Lower surfaces:
 - Fully painted neutral gray (Tamiya XF-53)
 - Within each panel definition is airbrushed with a diluted mix (50% alcohol)
 - With the same mixture, but this time with a dilution of about 70%, the airbrush was passed very quickly in the direction of the wind-flow over the aircraft (on the right in photo).



The same principle is used on the upper surfaces:
- After an even coat of olive drab (Tamiya XF-62), each panel is airbrushed randomly to break the uniformity, with a mixture of olive drab and khaki (Tamiya XF-49), diluted to approx. 80% alcohol. This causes a mottled look which is knocked back with a coat of dilute olive drab, again in the direction of wind-flow.



Rudders (which are in reality linen) will be painted in a lighter color to simulate the effect of fading. Olive drab faded (Polly Scale F0506080) strengthens the effect of fading by the sun. The petrol hatches are painted in red (Gunze H13).



After a coat of FutureKlear (gloss acrylic varnish for floors), the decals are applied followed by application of softener. Once the decals are dry (approx. 24h) a new layer of gloss varnish and then a wash of oil paint (burnt sienna + Black) diluted with lighter fluid is applied to the panel lines.



Note the difference between the two wings after weathering.



the model is covered in matt varnish from Aeromaster applied randomly in order to break the uniformity. Using steel wool (borrowed from the kitchen sink...) and an old Xacto blade, it scuffs the most exposed parts. The wool is passed across the surface of the model exposing the previous colours with a very delicate effect of scuffing





Traces of exhaust:

1. Several layers are applied successively in the same place 2. Layers of brown ink 3. Very dilute layers of light beige to medium (mixture of white, brown and sepia ink 4. a very fine coat of black ink is applied on each side trails 5. exit exhaust is highlighted with white ink (Pelikan No. 18) 6. drips of oils and fuels are simulated with an airbrush (0.15 mm nozzle) for the oldest and the most recent stains brushed with black ink very diluted.



The lower parts of the engine nacelles are "smeared" with oil as shown in reference photographs.

The air intake on the wings is detailed with a small reinforcement of plastic card (0.1 mm)

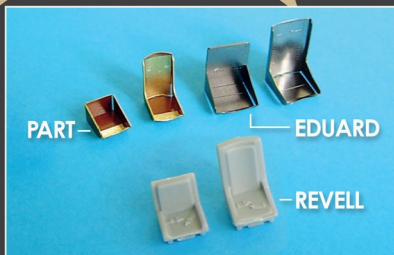


In reference photographs two outlets can be seen at the output of the engine nacelles: represented with 2 pieces of metal tubing (0.5 mm and 0.6 mm), the largest is placed uppermost.

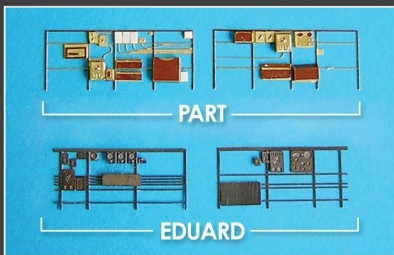


Interior shutters of the engine were refined with an Xacto blade. However, removing material results in a need for shims in plastic card (0.8 + 0.3 mm).

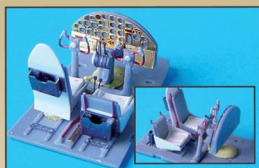
Here are the results after modifications (left)



A selection of seats available, the originals were used with modifications.

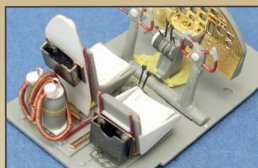


Nonexistent in the kit, Part etched pieces are used for a more detailed and realistic finish.



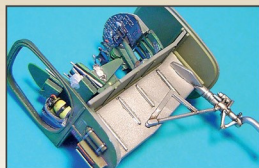
The front cockpit, note the changes to the two seats, control handles and dashboard. The seats are refined and then a bottom cushion (made in milliput) is placed on each seat. An armoured plate is added to the pilots seat, it is embellished with a headrest. The straps come from the Eduard set. Control columns are redone in copper wire (0.4 mm) shaped and covered with several layers of Mr.Surface to create extra thickness.

Various levers (etched) and handles (copper wire) are added between the 2 seats. Two oxygen bottles are created from scratch and then stuck behind the pilots seat. To simulate the oxygen pipe (which will be attached to the bottles), I wrapped the copper wire (0.1mm) around another larger diameter (0.4mm).

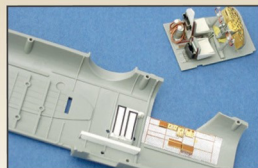


The floor is worked with different shades of bronze green (Gunze H302) including areas of wear. light green (bronze green + white) is applied to simulate the scuffing. Finally the pigment (Mig 029) simulates the dust in the corners of the cockpit.

Oxygen cylinders are painted in yellow chromate (Gunze H4), regulators in interior green (Gunze H58) and black (Tamiya XF-1) and the tap in red (Gunze H13). The hoses are covered initially in black and light grey drybrushed over.

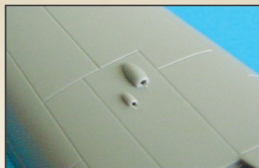


The cockpit is ready to be installed in the fuselage. The front compartment is painted aluminium Alcad.

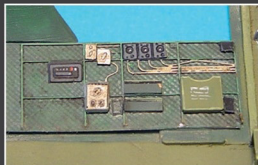


The cockpit and sides before painting. The padding is made of paper cigarette packaging (perfect for 1:72)

The ammunition boxes are stuck behind the cockpit, but oddly enough, Revell provides only the right box which needs to be copied for the left. Etched reinforcements are installed under the cabinets.



All inlets are drilled with drills of different diameters.



- The sides are painted Bronze Green (Gunze H302), the upholstery is worked with shades of Bronze Green and oil washes.

- Various boxes are painted black (XF-1), with details painted dark grey.

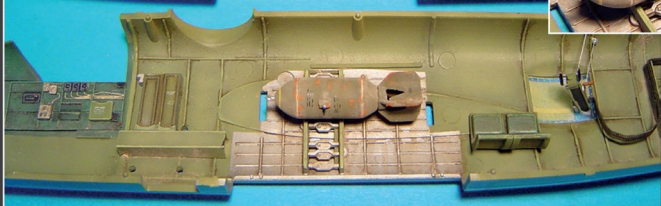
- The edges of the boxes are highlighted mixing white or yellow with the base colour - The structure is highlighted with bright green (Oil Paint).

- The wires are painted beige (Humbrol 71)

The principle is the same for both sides. To break the effect of symmetry inside the fuselage, the ammunition box to the left is painted aluminum (Humbrol 11).



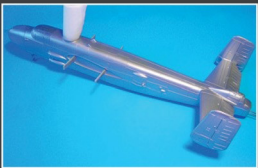
The ammunition belts are in place, troublesome to fit but left unpainted in their brass finish Bakelite boxes of ammunition are simulated with brown (Tamiya X-9), the mounting covers are aluminum (Humbrol 11). The machine gun mounts are glued to the windows without their gun. The body is matt black, brushed with graphite. Various buttons and dials are highlighted by touches of colour. A drop of gloss varnish is applied to each dial to simulate glass. Let me reassure you right now, nothing is seen once the fuselage closed ... all that work for nothing, but what fun!



The bombs are installed in the bomb bay previously painted aluminum Alcad, it is aged with filters of oil paint, sienna and black, brushed from top to bottom. The attachment frames are interior green (Gunze H58).



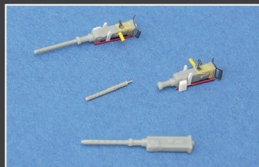
Now it only remains to close the fuselage halves. The fuselage was packed (it reminds me of the inside of the Monogram kits in larger scales!) A nice feeling when everything fits together well, phew! The nose requires sanding to the correct profile



After rubbing surfaces with steel wool 000, the plane is completely covered with aluminum Alcad. This layer plays a triple role, serving as a primer, check if there is no surface defects and act as a base coat for the operations of "weathering" to follow.



The Albatros decals are preferred to those provided in the box, just because of more detail and colour, for comparison, the wolf's head is gray, not brown. The Albatros decals are a little big, the jaw of the beast is cut in its middle to better fit. The left half of the head and jaw are applied first with softener. Same on the other side, then left to dry.



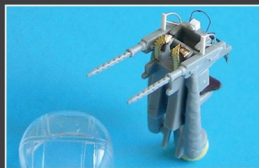
Parts of the machine guns are the only details visible through the windows. These were detailed, the sight and the handles are from the Eduard set, the rest is made with pieces of Tamiya tape, plastic rod and copper wire.



Revell gives us nice engines, where only a little detailing is required. Pushrods (copper wire diameter: 0.3mm) on the first row of cylinders, along with leads made with wire 0.2mm in diameter.



A beautiful colour photo found in Warbird-History devoted to the B-25 gives excellent reference. The cylinder engines receive a uniform layer of matt black (XE-1) followed by a dry-brush to highlight the aluminum fins. The pushrods are painted gloss black (Humbrol 21). The nuts and heads are aluminum Humbrol 11. The crown is colored (Humbrol 186 174). The colours are deliberately contrasted to highlight the engine, once it is installed in the cowlings.



The detailing of the dorsal turret consists of pieces from the Eduard set and a few pieces of copper wire and plastic card. The turret is pre-assembled to "see if everything fits." The supports of the glass are modified to remove an excess of 1mm. It helps lower the canopy to the fuselage because it seemed too prominent.



The landing gear have great finesse, a small detail is still necessary, adding the brake hose (wire 0.3mm) and stiffeners that run along the main legs. The weight of the aircraft is simulated by flattening the tread on an iron (protect the iron if you want to avoid trouble with your better half)



References:

- Warpath Across the Pacific. L. J. Hickey
- B-25 Mitchell - Warbird History
- U.S.S. CORSICA - ed. Albiana
- 345th BG, Vol.1 - No. 32 Kagero
- Detail in scale No. 8260
- Air Force Color No. 3 - Squadron Signal
- Walkaround No. 12
- In Action n° 34
- AJ Press - Monograph No. 78 & 79
- Camouflage & Markings No. 22
- Warbirdtech No. 12





1:72nd SCALE ACADEMY

BY FRANCIS REGIS BINDER

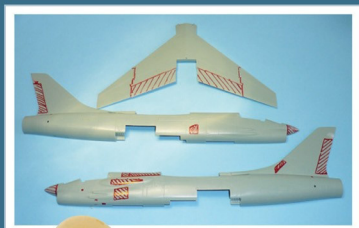
Introduction

With its mouth wide open and its super heavy physique, the Crusader is a mythical naval aircraft. Academy produces a very nice French version with nice features such as enlarged flaps and fins.

Furthermore, for this model, I purchased the CMK Resin Kits and the AIRES nozzle that bring more details and finesse.

Finally, to customize the model, I opened some areas such as ammunition lockers, electronic bays, auxiliary generator and I also folded up the wings.





Cutting

At first, I cut the areas that will be opened in the fuselage and the wings.

I marked with a thin permanent marker all the cuts, and then I roughly drilled them with a micro drill making the holes as close together as I could. Finishing was done with a scalpel trying to cut as regularly as possible without unsightly waves.

Then, with a spherical burr, the walls were thinned from the inside, then a thin strip of plastic card is stuck inside to simulate the internal edges.



Cockpit

Although the original was good enough, I wanted the opportunity to upgrade using the CMK kit. Details are quite good without being exceptional in the CMK upgrade, it represents an American version and needs a few 'French' modifications, mainly concerning the seat and the instrument panel.

First of all, I separated the lateral wall in order to make the painting easier. The rear part of the cockpit is equipped with the characteristic big green tank and a radiator. The seat is updated with a new harness from thin tin sheet and photoetched buckles. The lateral consoles are poorly detailed. So I added some switches made of 0.3 mm styrene rod (Plastruc).



The fitting of these pieces is very easy because CMK had the excellent idea of relying on the Academy pieces for the design of its parts.



Wheel Bay & the Variable Incidence Wings

The CMK main Wheel bay is good but could be improved by adding a few cables. Do not forget to remove the small tanks on each side of the well, which seem to be absent on the French version (but present on the US version). To finish, some rib reinforcements are added on the interior part of the bay.

CMK provide a piece for the fuselage part under the wings, which is visible when the wing is in a deflected position (variable incidence wings). This insert allows great details even if the majority will be finally invisible. Even so, I added some extra details (cables and reinforcements) on the most visible parts.

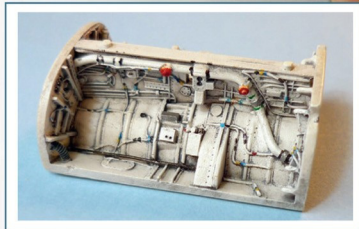
I also decided not to use the vertical bulkhead and to use the Academy piece which better fit in the fuselage. The under side of the wing was detailed because it is an area full of big bolts visible on many pictures. To achieve them, I used fine plastic sheet that I riveted with the "Rosie the riveter" tool. By reversing the sheet, you will obtain some nice relief bolts. However, during the painting stage, it helps to exaggerate the contrast in this area as it in shadow on the finished model.

Forward Wheel Bay

In the forward wheel bay, the CMK bay is quite hard to fit, furthermore it does not bring any improvement, some details are even wrong. So I used the kit part in this area, it was also easier to work on the original bay (which is combined with the air inlet). Structural reinforcements are already present on the bottom and the lateral walls. It only remains to add few cables and tanks and update the forward and rear walls.

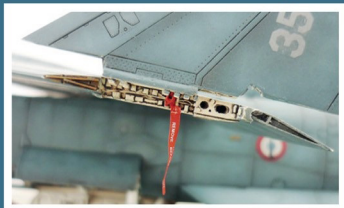
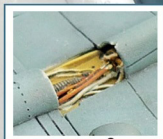
The doors are disappointing because of the lack of detail, I erased the interior and reworked it with plastic sheet.

On the small forward door, it was necessary to drill the fitting for the three coloured lights and represent them on the interior face.



Exhaust Nozzle

For this I used the Aires kit. This is absolutely beautiful; unfortunately it is almost invisible once fixed. So the academy exhaust would be acceptable.



Folded Wings & Flaps

Flaps are cut and replaced by CMK resin pieces, they look quite good but it lacks the hinge system and details. Hinges are simulated with aluminium strip and sides were updated with plastic card.

On some pictures, we see that the upper wing has many reinforcements in relief. These ones are built with aluminium adhesive Bare-Metal foil which has the advantage of being very thin. Finally, I cut the wingtips to represent the wings folded up, so I had to scratch the folding mechanism.



Auxiliary Generator

At the right side, I opened the compartment for the auxiliary generator. In order to build the fins, I used a plastic disc cut with a punch of the correct diameter. Then, with a new scalpel blade, I cut into the disc to obtain the correct number of fins. Be careful to not cut too close to the centre otherwise the piece would be weakened. At this stage, with tweezers, each fin is slightly twisted in order to obtain the profile. I confess it was quite laborious and several attempts were necessary... The curved parts of the generator are made from tin sheet, which is particularly soft and easy to shape.

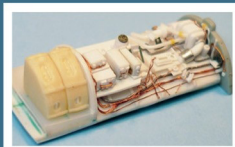


Electronic Bay & Ammunition Boxes

The main scratch work lies on the dorsal electronic bay just behind the cockpit. As usual, I started with an insert made of plastic sheet cut so it fits in the rear fuselage.

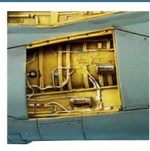
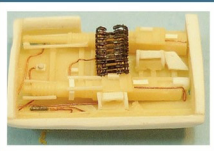
Then, equipment and different structures are added based on available reference. To make the painting easier, all the small black boxes are installed at the end of the building, it allows for easier painting of the yellow sections.

Trap doors are made in plastic sheet previously shaped around a pen. With the ammunition boxes, I only made one that I copied in resin.



Refuelling Boom

Another very interesting option offered by CMK is the refuelling probe. The resin piece is very well done and easily added. However, the probe seems to be too short, so it has been extended with a syringe needle of the appropriate diameter.



Gun Bays

Gun bays are provided by CMK. They fit poorly into the fuselage and it is necessary to work on the insert edges. I only opened the left side of the plane. Some cables could be added to the bottom. The photoetched ammunition feed chutes are too skinny and replaced by chutes from Eduard (ref 72007) initially intended for 12,7 mm guns but once in place they do the trick.

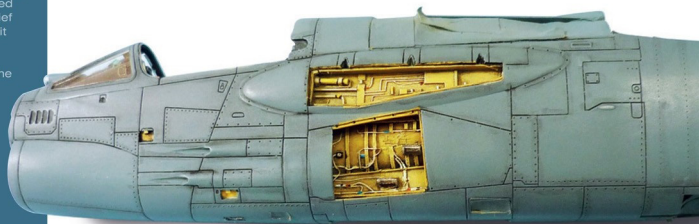
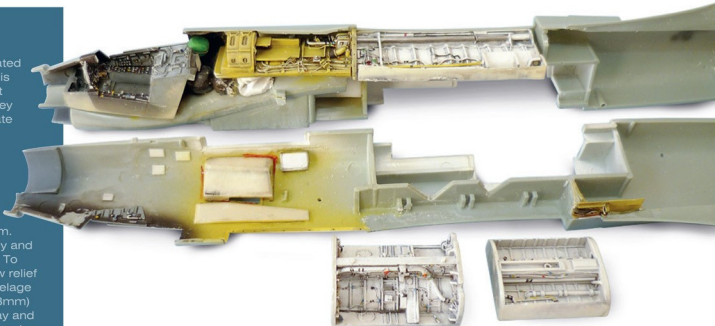


Paint & Decals

Finally, the most complicated part of the final assembly is the placing of the different inserts in the fuselage. They are fixed with cyanoacrylate glue and reinforced with Milliput to be sure that nothing would drop once the fuselage is closed.

CMK pieces, except for the gun bay, are positioned without problem. Academy parts fit perfectly and there is no need for putty. To 'nitpick', I just added a few relief reinforcements on the fuselage with thin plastic card (0.13mm) around the main wheel bay and on the fins, where the engraving has been erased and replaced by thin plastic card. If the relief seems to be too prominent, it can be slightly sanded.

About the Sherlock RWR on the top of the tail: guides for installation are placed too low by almost 2 mm. So, it is necessary to fix it a little higher than indicated. If you do not modify that, the position light will be hidden.



Once everything was masked, I sprayed a mix of blue and light grey (Humbrol 157 and 64) on the model. The Crusader colour is quite hard to capture and greatly varies from one picture to another, so I tried to get close to the colour I imagined.

After drying, a black wash (lighter fluid and Humbrol) was applied into the engraved lines. As the paint is not varnished, it will absorb the wash and create a patina effect when the excess is wiped away. Then, the panels are weathered with lighter blue (Humbrol 89) and beige (Humbrol 28) in order to create a marbled effect often seen on this plane.

To simulate the various spots and dirt, I applied Maskol with a fine brush on the most used areas (before the weathering). Decals are from the box and printed by Cartograph. The quality is excellent and they can be easily applied between two Future varnish layers. Then a coat of matt varnish (Prince August Air) was sprayed.





Conclusion

At this stage, it only remains to fix all the small parts. Note that the hinged part of the canopy is designed to be in a closed position. This part is too thick and cannot slip into the hinges in an opened position. So it is necessary to refine the interior and slightly resize the fuselage in this area.

In conclusion, this Crusader was very nice to build. It is a model without major problems that could be done "from the box", but it is also the ideal base for those who want to push the level of details.



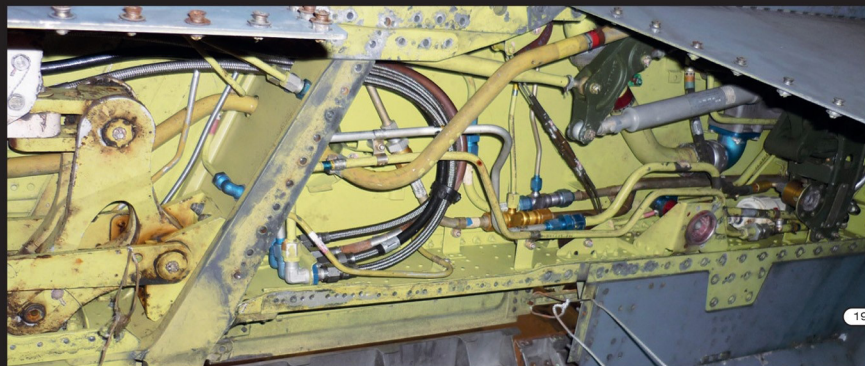
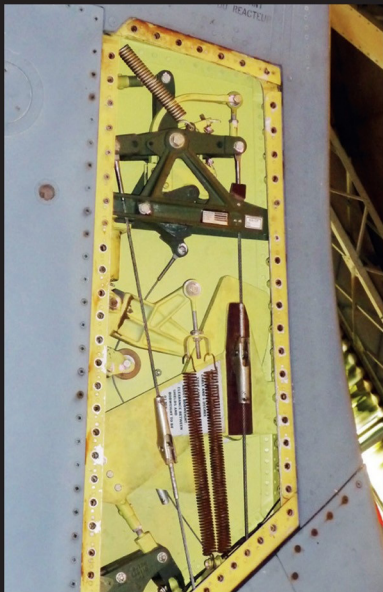


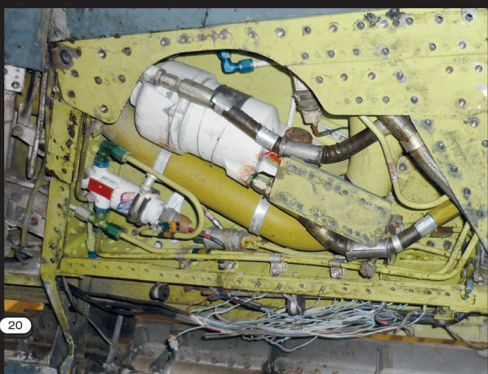
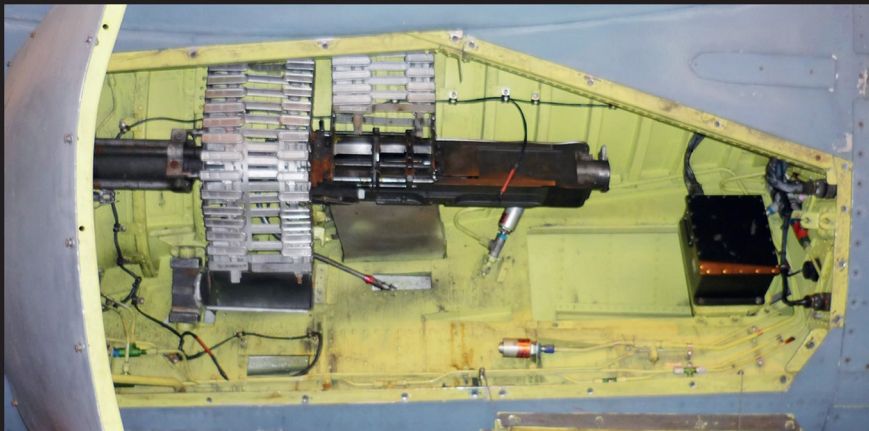
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CRUSADER

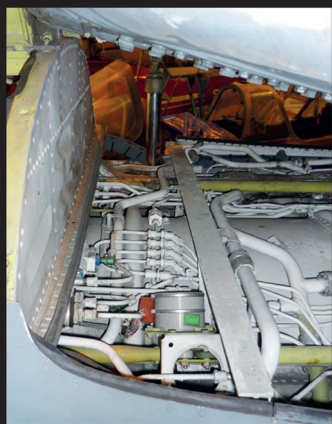
WALKAROUND

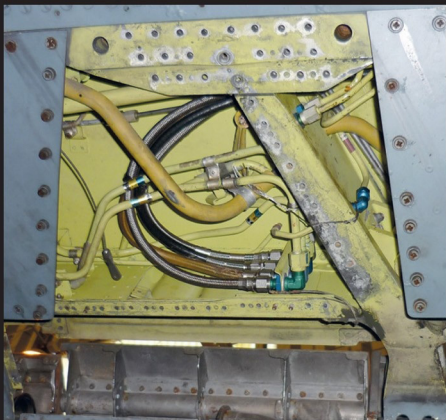




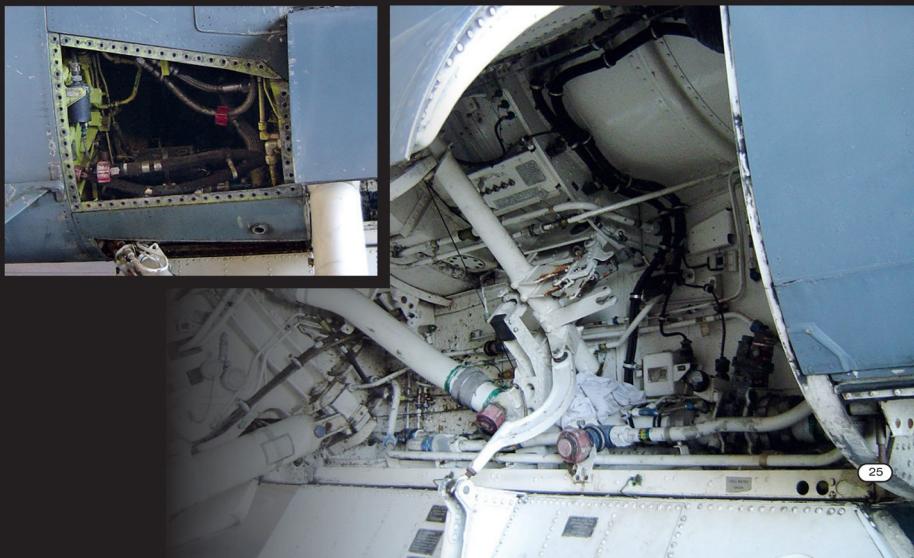
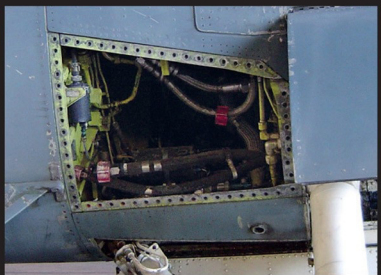
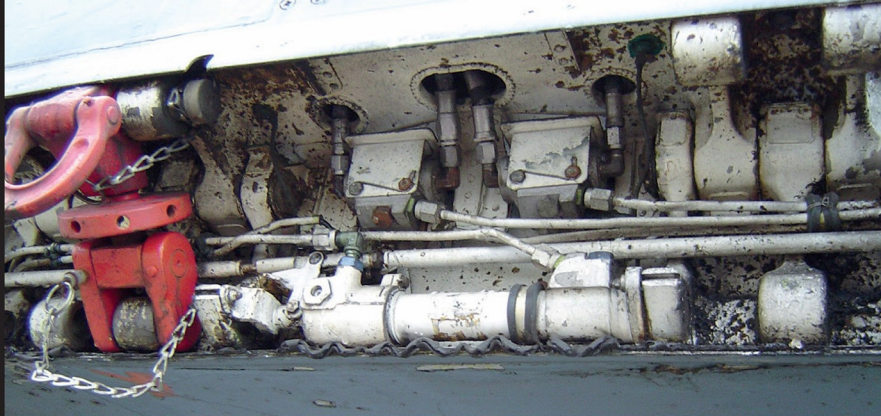














TROP SPITFIRE

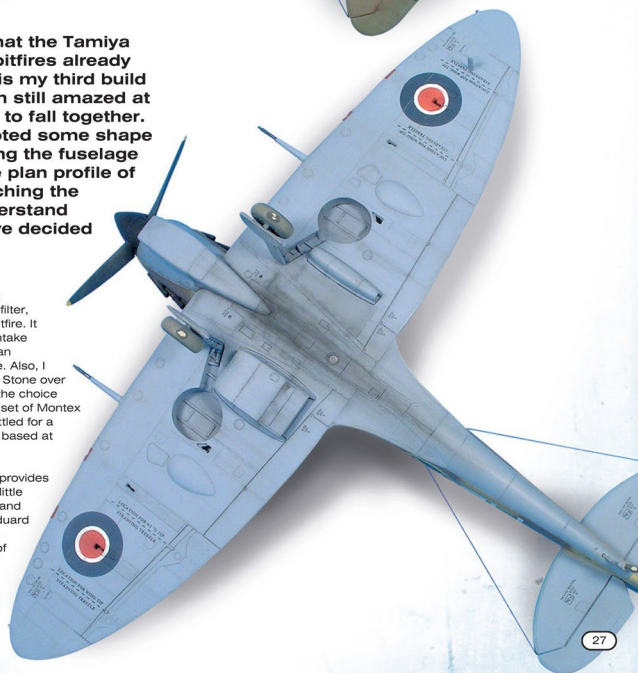
1:48TH SCALE
ANDERS ISAKSSON



I find it hard to believe that the Tamiya series of 1/48th scale Spitfires already date back to 1994. This is my third build from this series and I am still amazed at how the parts just seem to fall together. Other modellers have noted some shape issues, mainly concerning the fuselage being a bit short and the plan profile of the wing not totally matching the original. While I can understand these observations I have decided that I can live with the discrepancies.

This time I chose to model the Vb Trop version equipped with the large Vokes filter, which is my favourite version of the Spitfire. It is just something about that bulky air intake below the nose that gives this version an aggressive and purposeful appearance. Also, I have a soft spot for the Dark Earth/Mid Stone over Azure Blue camouflage, so in the end the choice was rather easy. As I planned to use a set of Montex masks for the markings I eventually settled for a machine belonging to 308th FS/31 FG, based at Gozo in July 1943.

My plan was to stay with what Tamiya provides in the box, which in turn would allow a little more time to be spent on the painting and markings. However, soon I found an Eduard pre-painted Zoom set in my collection, along with a few resin bits in the form of Ultracast pilot door and gun barrels as well as a Quickboost set of resin exhaust stacks. A set of Hobbydecal dry transfers for the stencils were also acquired, to further avoid the need for water slide decals.



Construction

Cockpit

Thanks to the few parts involved and good fit I had the basic cockpit area ready for painting in no time at all. The parts of the photo etch set that were destined for the cockpit were installed and the relevant kit components were modified or substituted as necessary. While I found the Eduard set pretty useful, the colour used for the pre-painted instrument panel could best be described as looking a bit off, as I thought the colour resembled RLM 66 rather than the standard black. Instead I decided to stick with the kit panel, painting it overall XF-69 NATO Black with decals used for the instrument faces. The decals were scrounged from other kits and the ever useful Mike Grant sheet in 1/48th scale.

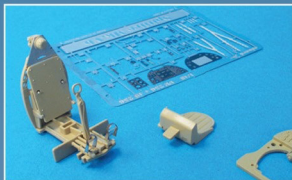
The quite prominent oxygen hose is missing from the kit cockpit, and it was made by wrapping thin lead wire around a thicker piece of brass wire.

For the interior green I used Tamiya XF-71, a colour suggested by the instructions for the new 1/32nd scale Tamiya Spitfire Mk IX kit, and this turned out much better than the colour of the lid would suggest. The seat was finished in XF-64 Red Brown with the leather seat back picked out with suitable Vallejo colours to represent a very dark brown. Various details were hand painted using Vallejo colours following the artwork on the back cover of the AJ Press title on the Spitfire.

At this stage I assembled the fuselage and installed the cockpit from below. I then built up the gun sight using the photoetched parts.

I carefully attached the sight on top of the instrument panel and quickly followed with the windscreen as this piece doubled as a guard for the fragile sight assembly. The highpoint of the Eduard pre-coloured sets is without doubt the seatbelts, as these come with all the little seams and stitches finely represented.

With a few thin washes of oil colours to build up shadows they look even better. I had left the installation of the seatbelts to last, and this turned out to be a bad decision. With the fuselage closed it was very difficult to reach inside but in the end I managed to get all parts in their proper position.





Exterior

After the fuselage joints had been cleaned up I drilled a pair of tiny holes behind the fuel filler cap in front of the windscreen. It might be the case that Tamiya tried to represent these holes, as two prominent depressions are present in roughly the correct location. Either way, the holes should be more prominent.

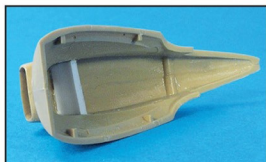
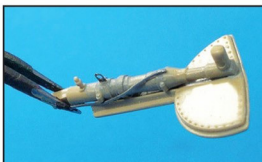
The two halves of the Vokes air filter was assembled, making sure the intake lip was aligned as good as possible as this area can be difficult to clean up. The opening was hollowed out with a burr tool in my Dremel. A new bulkhead from a piece of styrene was installed deeper inside the intake and the interior was then painted black.

Work then continued with the wings, where Tamiya has included a pair of ribs on each top side and these had to be deleted. I learned these were introduced on the LF Mk Vb with the clipped wing (although the standard wing tips often seem to have been retro-fitted to these airframes) but deleted with the Mk Vc, as the wings of this version had internal strengthening added.

The best advice is to check references on the particular aircraft you are modelling, as there are apparently no fixed rules on this matter.

The landing gear legs were detailed with some hydraulic lines from lead wire along with those tiny rings used for locking the gear legs in their retracted position. These parts came from an old Eduard set designed for the Otaki Spitfire Mk VIII. While cleaning up the tail wheel I decided to add some interest to this area by turning the wheel slightly to one side and I strengthened the strut with a short piece of copper wire inserted into a hole I drilled through the critical parts.

The final modifications carried out was to drop the elevators ever so slightly to simulate the typical Spitfire at rest. This was done by sawing through the angled part of the joint between the stabilizer and its elevator. I also scored the joint line on the underside with a knife blade to reduce the thickness along the joint line. Each elevator was then carefully bent down. I suddenly found myself adding rows of rivets to the entire airframe. I wanted to speed up the work so here I went with Rosie The Riveter and was surprised to find that in less than an hour I already had most of the airframe covered. The lines were not always perfectly straight but I was still very satisfied with the overall effect.



Painting

Following the Tamiya instructions I went for a 1:1 mix of XF-59 and XF-60 for the Mid Stone. I thought the result looked a bit too dark, so the mix was then lightened with a small amount of XF-55 Deck Tan covering the whole airframe. This turned out to be a good thing as the marking option I was going for featured an inverted camouflage pattern. I preferred to spray the Dark Earth freehand but have found only a single picture showing a typical soft demarcation between the colours.

The Azure Blue was mixed up from the Tamiya paints (XF-2 White, XF-18 Blue and X-16 Purple) given in the instructions but I did deviate a little from the ratio recommended by Tamiya to end up with a shade that was a bit lighter and more to my liking.



Markings

National insignia, code letters and serials

It was now time to break out the Montex Masks, but I was still not sure of where to start. This particular Spitfire seems to have been a bit unique as it still carried the RAF roundel on the underside of both wings so I decided to start there in case I messed up the masks during the initial phase.

To show the process of painting the national insignia and code letters I have included a brief step-by-step description:

Step 1:

To give me a solid base I decided to wait with applying the Montex masks and instead start with the white colour applied with home-made masks cut from Tamiya tape.

Step 2:

Following the white circles I applied the masks for the stars. There were two masks needed and the join between them was masked with thin tape.

Step 3:

I then mixed up a suitable blue shade for the background, using XF-8 Flat Blue and a little XF-1 Black. To represent fading I mixed a little XF-57 Buff into the blue colour and applied this irregularly over the blue base.

Step 4:

Once the blue circle had dried those areas were also masked off and the mask for the outer (soon to be yellow) circle was removed. This area received a suitable yellow colour mixed up from XF-7 Red and XF-3 Yellow.

Step 5:

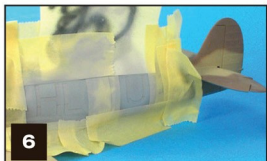
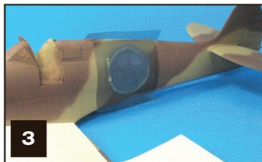
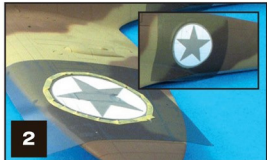
As soon as the yellow was dry to the touch all masks were completely removed.

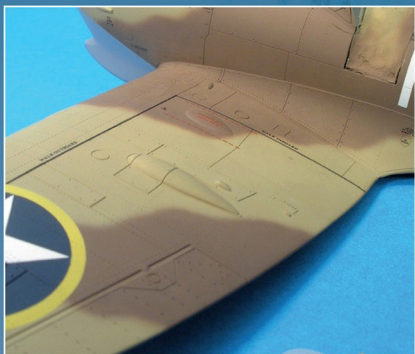
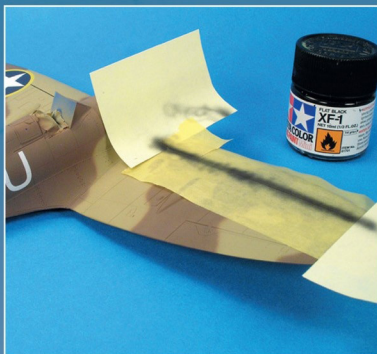
Step 6:

The serials were painted on using XF-69 NATO Black. The letters were painted using a quick base coat of light grey as a primer which was followed with the white colour previously used for the stars.

Step 7:

The remaining masks were removed to find that all major markings now had been completed without any major mishaps. Phew!





Walkways and stencilling

The walkways were included in the Hobbydecals set of dry transfers but I was worried about how to apply these without having them break up. Instead I choose to paint them on, using pure XF-1 Black so these would have the same colour as the stencilling. This was followed with the individual dry transfer markings. Apart from a few damaged items that were difficult to apply properly I found the process to be very quick and straightforward. I didn't bother with adding every single item but I would say around 80 percent of the sheet was used.



Weathering

Now the part I find is the most fun! While there was a lot of lot of back and forth between different mediums I relied mostly on oils and artist pencils for largest part of the weathering process. Before any weathering could commence I decided to apply a clear coat to protect the dry transfers.

Next a filter (Sin Industries brown for desert yellow) was applied with a large brush over the entire upper surfaces. This did not do much in adding variation to the surface but it did help to add some depth to the panel lines and rivets.

Next I applied a thin overall wash of Mig Productions Abt. 502 Buff and a little White, heavily thinned with turpentine. While drying, the wash was repeatedly moved around with a large round brush to avoid ending up with a uniform finish. To break up the layers of oil colours I proceeded by applying a few coats of post-shading using the classic mix of XF-1 Black and XF-64 Hull Red, heavily thinned and applied very sparingly with the airbrush.



To replicate paint chipping and general scuff marks I used artist's pencils in a variety of colours. It takes some time to accomplish this stage, but I feel the pencils give me better control compared to the traditional paint and a fine brush. These pencils adhere best on a completely flat surface and I concentrated the worn areas to the wing roots and around the ammunition covers, but the leading edges and landing gear covers also received this treatment.

To replicate bare metal where the paint had worn down to the metal I used a silver pencil. I painted the traces of fuel from the fuel filler cap. The outline was drawn on using a black pencil, and the body of the stain was then built up with my airbrush, using heavily thinned XF-1 Black. Individual runs of fuel are simply lines first drawn with the pencil.

The exhaust streaks was now applied using heavily thinned XF-1 Black, mixed with a hint of XF-80 Royal Grey and XF-8 Blue mixed in for the area just behind the exhaust stacks. Using the thinnest possible spray pattern and thin paint I slowly built up the desired look. Finally, a round of local washes with a number of Mig Productions oil colours and the ready-made Dark wash were applied to add depth and bring out detail to selected areas of the airframe. A lot of time was spent around the engine panels to reproduce traces of soot, engine oil and general grime.



Final Details

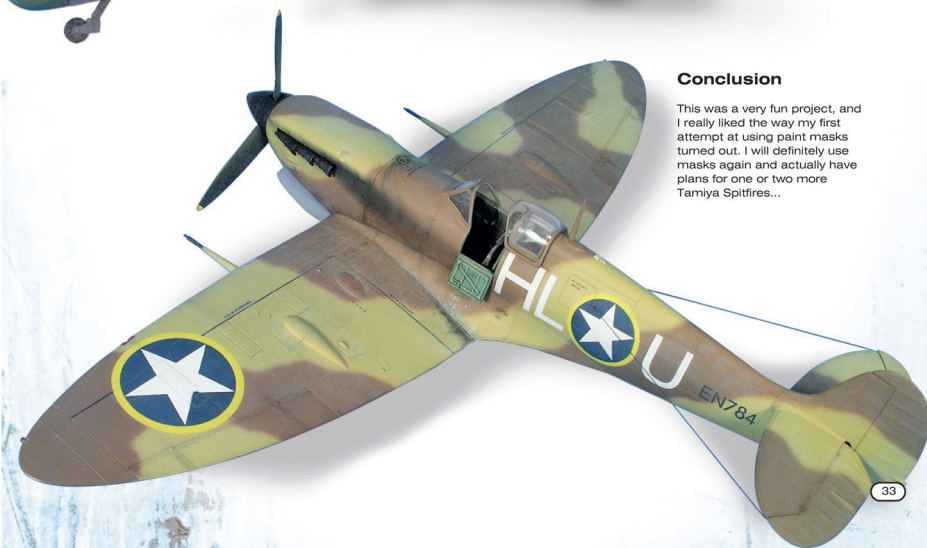
The exhausts were primed with a coat of black Citadel primer and when dry I airbrushed the parts a few different shades of brown to replicate the effects of heat. Once installed a thin coat of the same mix used for the exhaust stains tied the exhausts together with the rest of the airframe.

The tires were cleaned up and prepared for painting. I thought the DUNLOP logo was a bit too prominent and was therefore removed from the sidewalls. The tires were primed with the black and then airbrushed with a mix of XF-1 Black and XF-15. A thin mix of XF-57 Buff was applied once the wheel hubs had been installed to tie it all together. The hubs had previously been painted in the Azure Blue base colour with a wash of oils to bring out detail. A quick application of artist's pencils simulated paint chips. To finish the tires a layer of pigments was applied once the wheels and landing gear struts have been installed.

The propeller was assembled and painted in a few different shades of black, using XF-1 Black mixed with various amounts of XF-15 Flesh. The spinner was also painted in a few different shades of black, much in the same way as the propeller blades.

The IFF antenna wires were made from flexible lycra thread which was cut to length and superglued into tiny holes drilled in the fuselage sides and then attached to the tip of each stabilizer.

At this stage I applied a selection of Mig Productions pigments to simulate sand and dust all over the airframe, and especially around the wheels and on top of the wings along the wing walks. The antenna mast and gun barrels were installed without any drama and the canopy had its masking removed and carefully glued to the fuselage in the open position and I declared my Spitfire finished.



Conclusion

This was a very fun project, and I really liked the way my first attempt at using paint masks turned out. I will definitely use masks again and actually have plans for one or two more Tamiya Spitfires...

1:48

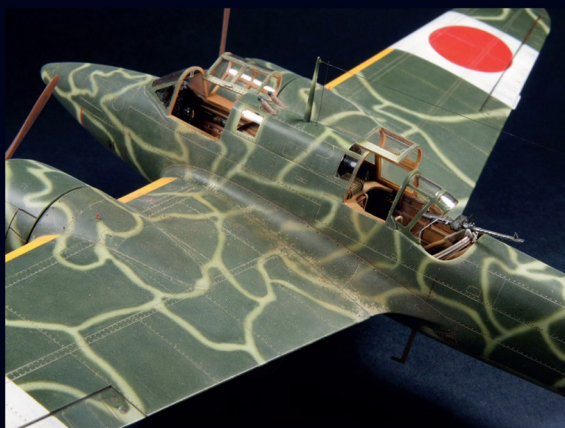


KI-45

'Dragon Slayer'

modelled by Michel Gruson





This elegant twin-engined fighter, was after a long and difficult gestation period, deployed as a ground attack and anti-shipping aircraft as well as a night fighter. Because of its formidable heavy armament, it turned out to be a serious opponent for the B-29 bombers before they were escorted by P-51 fighters.

Luckily for us Hasegawa has chosen this Dragon Slayer and the result is more than satisfying. The level of detail in this kit is to Hasegawa's usual high standards and will allow us to make a faithful replica of this B-29 attacker.



Cockpit

Only the addition of an Eduard photo etched harness completes the cockpit properly. The rest is just a question of enhancing the interior with careful painting. The internal parts of the plane are painted in Gunze RLM 79, similar to the shade given in the instructions. To break up the even surface colour, khaki is sprayed randomly. The areas exposed to weathering are simulated with a small sponge stamp covered with heavily diluted

aluminium grey. The console, control column and other details are then painted using several shades of acrylic from the Prince August range. The instrument panel is painted black before undergoing a light dry brush to highlight the various dials into which a drop of gloss varnish is placed using a fine brush.

Engines

They are not very visible once they are mounted, but careful painting is enough to

make them stand out. The cylinder rows are painted black and heavily drybrushed with Rub 'n Buff. The circular radiators are painted with Prince August 797 copper paint and aluminium paint is used for the fine detailing. To create depth, a Tamiya pigment wash is applied which is gently buffed with a soft cloth. The engines are then glued inside the engine cowlings before being masked to protect them when the rest of the model is painted. These parts are then glued to the wings



temporarily, so only apply a small amount of white Tamiya glue. Later they will be taken off so that the camouflage can be applied inside, which is difficult to reach with the airbrush. The propeller is painted with Tamiya XF-64 Red Brown. The yellow markings on the blades are done using stencils, and the auxiliary starter plugs are painted aluminium.

The Landing Gear

This is a fine reproduction, however, in order to increase the level of detail, the brake hoses are added using fine lead wire. The tailwheel is not to be forgotten so a small cable, which is visible on several pictures of the aircraft, is added. These parts are then painted following the instructions: satin black, aluminium and brown for the shock absorber bellows. The wheels are easy to paint as Hasegawa had the great idea of separating the rims from the tires.

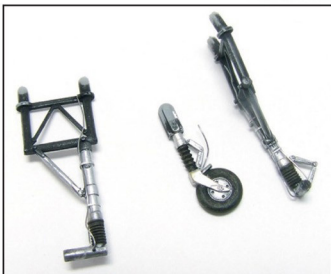
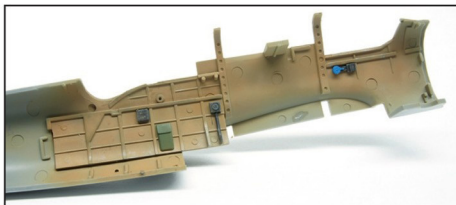
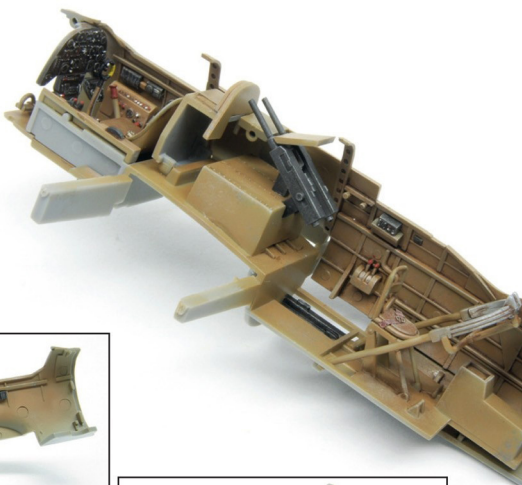
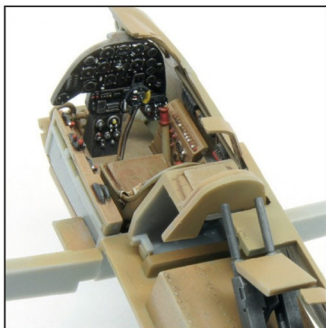
Fuselage

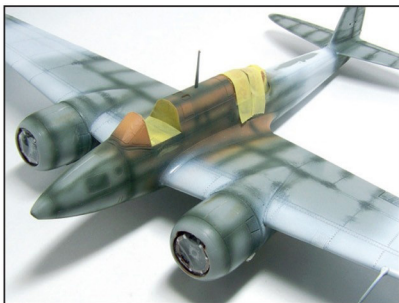
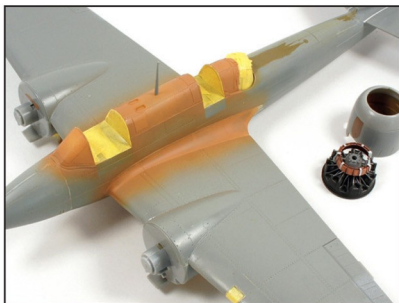
We have now arrived at a critical point of this Ki-45 model, which is assembling the wings to the fuselage, and there is a rather large gap along the joints. To solve this problem and to reduce the amount of putty needed, I test fitted the parts several times without gluing to determine which zones needed to be sanded to reduce the gaps that were too big. Once this is achieved, masking tape is positioned along the joints as close as possible to the edges so that the putty doesn't spread, thus reducing the area that will need to be sanded and ensuring that the numerous details on the lower surface of this area remain intact. Before gluing the windows, they were masked and to do this I didn't hesitate in using the Eduard stencil No EDEX242 to obtain an excellent result and save rather a lot of time.

Marking and Painting

Hasegawa offers 3 different schemes: My attention was drawn to the 65th Sentai which offers great style with a camouflage similar to tortoise shell that I decided to paint freehand.

The painting begins by spraying with RLM 79 on all the masked window areas, followed by pre-shading the structure lines with black. This gives a striking effect especially on the pale coloured surfaces such as on the underside of the model. The Japanese markings have the advantage of not needing a lot of decals. Indeed, nothing is easier than reproducing their markings, such as the Hinomarus on a white background attributed to the planes in charge of defending Japanese territory or the yellow leading edge stripes, by using masking tape. They are well worth the trouble.







I began by spraying the pre-defined zones white (including the leading edge wing slats that will be painted yellow at a later stage). Then they are defined using masking tape. Once dry, I moved on to doing the red disks; the diameter is measured so that stencils can be made. They are cut out of masking tape of the correct width using a rotary cutter and are carefully positioned on the model. I started spraying different shades of red using a criss-cross movement, which avoids creating the effect that Hinomarus generally have, which is too even. After doing this, they are totally masked. Now

it's on to the leading edge wing slats, for which the yellowy-orange colour needs to be reproduced. The Hasegawa decals are of great use and serve as a colour guide to reproduce this colour accurately with the addition of a few drops red to the yellow.

For the flaking paint often present on Japanese airplanes, I added a coat of Rub 'n Buff to the surfaces that are prone to this, notably on the wing root joints used for maintenance of the airplanes and members of the crew.

The longest and most important part of the

camouflage is now down to the airbrush. But beforehand, a small task awaits. Using the instructions as a guide, all the edges of the "mottling" are outlined using a light-coloured aquarelle watercolour pencil. Doing this will make the spraying easier; all you need to do is to follow the pencil lines to create the complicated and varied pattern of the mottled patches. The difficulty here is to obtain fine lines with pale green grey XF13. To minimise the risk of overspraying I applied the different shades of paint in a certain order: From the lightest to the darkest. Therefore the pale green grey is sprayed over the whole







kit. The dark green may now be applied, but before doing so, the spraying needs to be carried out in good conditions to obtain a perfect finish: correct pressure, paint dilution and an air brush that is in good condition go without saying. The precision of the lines of paint produced by the airbrush is crucial to ensure a high quality camouflage.

Here we go! The airbrush passes over the inside contour of the drawings, several passes are necessary to obtain the desired intensity of the shade. Then with precise regular movements the airbrush nozzle start inside the mottled patches moving outwards so that it spreads slightly onto the light grey area; it's very long but this method ensures precision where the two colours meet which should appear hard-edged. Once the method is mastered all that needs to be done is to be patient and to know when to stop spraying when your

concentration is going, as this might risk compromising the hard work already accomplished. Now that the outlines of the mottled patches are finished, all that needs to be done is to fill them in and in doing so always set the spray as fine as you can get it to avoid any risk of a dark green sheen on the limits that were achieved with great difficulty.

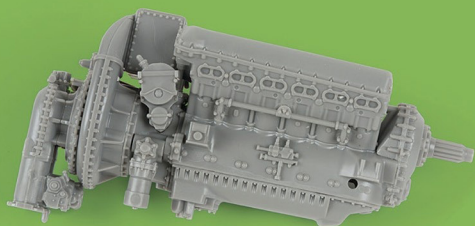
Patience is essential to do the camouflage effectively. No less than 5 hours were needed to accomplish this stage, which represents 4 sessions, for as I'm sure you'll understand, holding an airbrush that long in one go can cause unpleasant physical symptoms, like cramps.

The parts initially covered with Rub 'n Buff are then scratched using a wooden tooth pick so that a realistic effect is obtained. Now the camouflage is finished, a coat of gloss varnish is sprayed all over the kit and

the remaining decals are applied and treated with Micro-sol so that they lie flat against the surface of the plane. A second coat of varnish is applied to seal them before applying an oil paint wash of a light colour so that the engraved lines stand out.

Final assembly

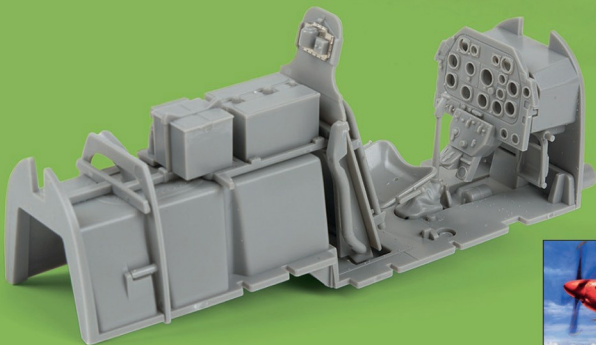
The final assembly can begin. The landing gear, in spite of seeming complex, fits into place easily, the engines are fixed this time, the two landing gear position indicators are reproduced using a piece of thin diameter plastic. Before taking off the masking tape from the windows, matt varnish is sprayed all over the kit and the model is finished once the machine gun and the antenna wire are put into place.



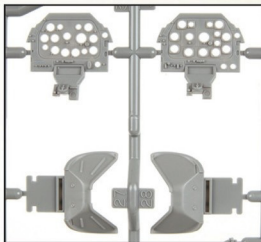
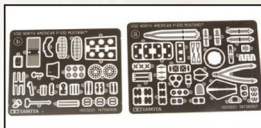
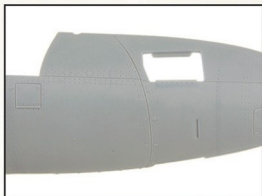
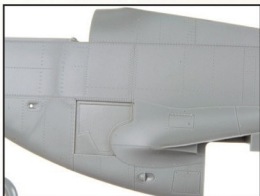
MUSTANG

Savvy

PART ONE



TAMIYA'S NEW 1:32 NORTH AMERICAN P-51D MUSTANG

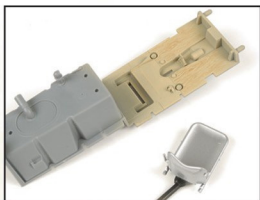


The headline news in the hobby at the moment has to be the arrival of a new 1:32 scale P-51D Mustang from Tamiya. Following quickly behind their acclaimed range of large scale Spitfire kits it was logical to see another iconic aircraft which used the same Merlin engine. Desks were cleared and other projects put on hold at AIR Modeller HQ when a sample arrived a mere two weeks before going to print and I was dared to have it assembled in time to meet our deadline. As such this is an out of the box build and will be followed up in the next issue with a look at painting the 'Stang.

So what do we have? Well just like their Spitfires the quality of the moulding is second to none with the same subtle rivet detail and ultra-thin cowlings with magnetic attachments. There is a choice

of instrument panels and pilot's seat as well as gun sights and even throttle lever. Three different canopies are provided and a separate tail allows the modeller to choose versions with or without the tail fillet. Fabric or metal covered control surfaces are included and there are two pilot figures, one seated in the cockpit and one standing. Fully detailed gun bays are provided for both wings and can be displayed open or closed and just like the Spitfires the model can be assembled in landed or in flying configurations. The kit includes printed canopy masks and two photoetched frets along with two decal sheets which offer a choice of three different schemes. It is all so nice that it seems like a shame to rush it but the clock is ticking and our deadline was looming.

MODELLED BY DAVID PARKER



Below My sole addition to the kit was to add the cable details behind the pilot's seat using lead wire and a braided nylon cord.



MUSTANG

Sawyer



I began by assembling the cockpit which means making a few decisions about the period of your subject with different style instrument panels, seats, and different consoles. The instrument panel features a plug in clear glazing for the dials onto which you apply a supplied decal for a very pleasing finished effect. I would recommend applying the decal while the clear part is still on the sprue because once removed their is almost nothing to hold onto while positioning the decal. I assembled the photoetched seat belts, some of the layered straps and buckles are slightly fiddly but if you take care the finished result is excellent and I found that the belts all sat very naturally without any

annealing. The assortment of different optional parts on the cockpit sidewalls means that you need to proceed carefully to avoid mixing different variants. The finished cockpit looks superb and I cannot imagine many modeller who would be unhappy with the level of detail. In order to continue the build I painted the cockpit. I sprayed a primer of matt black to the side walls and a base coat of Alclad Aluminium to the seat and a plywood finish to the cockpit floor both of which were then given a coat of hairspray. I used Gunze H58 Interior Green for the required areas and Vallejo Air Black for the other parts as it dries with a gentle satin finish. The seat and floor were then scrubbed with warm

water to remove the top coat of paint for a chipped and worn appearance.

The engine will be familiar to builders of the Spitfire but with a few additional parts to build the Packard variant and it is beautifully reproduced. Of course the engine provides the facility to show off all this detail but I had already determined to glue on my cowlings. Had it not been required to hang the propeller from I would have skipped this stage altogether. The Engine plugs and screws onto the front of the cockpit assembly and I can report that the whole assembly fits beautifully into the two halves of the fuselage. Likewise the generously detailed radiator assembly slots into the fuselage with the kind of precision which brings a satisfied smile to your lips. I can also confirm that the separately moulded tail fits perfectly with the fuselage with some nice chunky location pegs to help and the finished join line is virtually imperceptible. With the fuselage joined assembly moves onto the structure around the nose and the kit offers a choice of faired or exposed exhausts with each pipe individually moulded. Here again the complex interlocks all work with complete precision which by now has you feeling quite smug about your modelling abilities although this has more to do with Tamiya than me!

All control surfaces are moulded separately as you would expect and with the exception of the flaps Tamiya use a system of metal rods and etched hinges to attach these. I was initially sceptical about these and they are another fiddly bit of assembly but when the rudder snaps into place all is forgiven! Do not try to fit the ailerons after the flaps are fitted as I did because the two are interconnected. The wings feature a detailed wheel bay which lacks only cable and hose detail and again features some

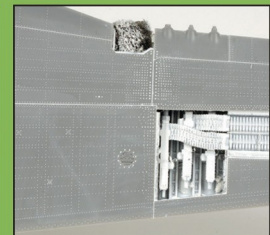




extremely cleverly designed interlocking of parts. The detailed weapons bays are also well handled although the ammunition belts are moulded into the trays which will make painting them a little challenging. Again I wanted to close the bays so I only finished one as a demonstration. On the

real aircraft the wings were puttied to improve airflow so all those lovely panel lines and rivets needed to be treated. After some experimentation I masked off key areas like the fuel filler caps and inspection panels with Mr Masking Sol before spraying the entire wing with Mr White

Surfacer 1000. Normal grey Mr Surfacer would work as well but the white shows clearly for the photographs. Once this had dried I used Gunze Blue label thinners on a cloth to wipe away the Mr Surfacer leaving a residue sitting in all the surface detail - messy but effective. I would suggest doing





this before you fit the ailerons and flaps. Once I had finished this I polished the wing before fitting it to the fuselage, always a keenly anticipated moment and I was prepared for some gaps around the wing/fuselage joins. This did not happen and the joints between the two were as near perfect as you might hope for.

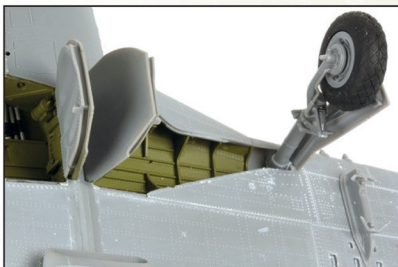
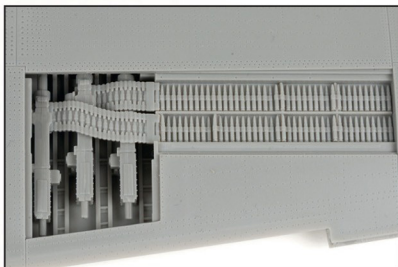
Equally impressive is the fit of the cowlings which I glued into position rather than using the magnets supplied in the kit. If you are planning a bare metal finish you may want to polish the cowlings which come with an attractive matt finish. By using soft cloths and fine grade polishing sticks I was able to do this without

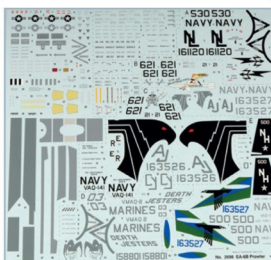
damaging the surface detail. The mainwheels are designed to bolt into the front of the wing and come with nicely moulded brake cables and matt finish rubber tires.

It comes as no surprise to find that the windscreen slots perfectly into the top of the fuselage but modellers will need to remember to sand down and polish the seam line running down the spine of the bubbletop canopy. I like the clever use of the polished photoetch to provide glazing for the rear view mirror. Two patterns of underwing drop tank are included but I just fitted the racks for the 75 gallon tank. I have not fitted assorted small fittings like

antennas at this stage as they will only be knocked off during painting.

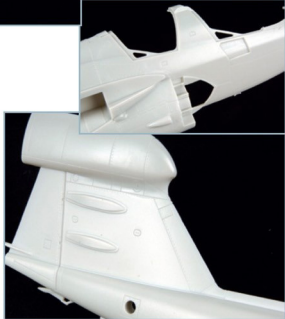
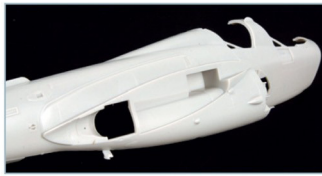
Looking back over my rather hurried assembly it is impossible not to be impressed with what Tamiya have done here. Levels of detail are extremely good and the clever engineering of the parts means everything slots together with the slick precision that we have come to expect from the old masters. I have a feeling though that once the paint goes on things are going to get even better as all that surface detail comes to life - but that is for part two.





Italeri 1:48 EA-6B Prowler

Suspensions are immediately confirmed when lifting the lid on this new Italeri kit, it is indeed the Kinetic recent offering of the up-to-date Prowler. This kit was welcomed as other choices to add a 1:48 Prowler to the collection were showing their age in both kit quality and aircraft spec. This box is packed out with pale grey sprues containing over 200 parts exhibiting some lovely line panel detail externally and great raised instrument detail internally and good looking seats. No harnesses are included but most modellers would be looking to create their own or look for upgrades. Two sets of wings are included should you wish to depict them folded which is a welcome touch, the plans show the assembly in great detail. Also a nice touch is the design of the canopy parts which are beautifully clear with excellent fine frame detail. Moving to the fuselage we have the traditional half and half join with good strong wing location points. The nose section happily comes as a single part and access ladders can be displayed



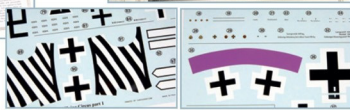
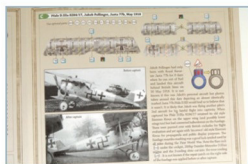
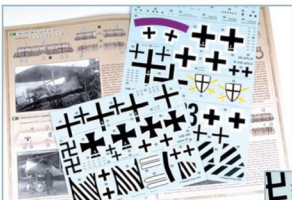
open. The jet intakes stop at the ladder section but the moulded suggestion of an engine should look fine in place. Latest armaments (AGM-88 Harm missiles) are included that allow the Prowler to perform strike missions as well as its traditional electronic warfare role. In common with Italeri's re-boxings we're presented with a large high quality decal sheet containing five options: US Navy, VAQ-133 Afghanistan 2007, US Navy, VAQ-141 USS Theodore Roosevelt Gulf War 1991, VAQ-141, USS John Kennedy, Gulf War 1991, USMC Aviation, VMAQ-2 1990 and US Navy, VAQ-135, USS Carl Vinson 1998. Cartograf have produced this sheet which is superb. Usually we're clapping our hands when the big manufacturers re box more specialist kits as we inevitably get more for our money, but looking at the prices of this kit on the web it doesn't seem so. Yes, the decal sheet is a very nice but expect to pay more than the Kenetic boxed kit.



Zoukei-Mura 1:32 A-1H Skyraider preview

Zoukei-Mura are a relatively new name and made an impressive entry to the market with their large scale Shinden and Ta 152 kits. They have now sent us pictures of their forthcoming A-1H Skyraider release which looks very exciting. The kit has the same detailed internal structure and detailed engine as their earlier releases and there will be a separate comprehensive weapons set available. As can be seen there is also the ability to fold the wings. Also available

will be these impressive resin figure sets which are designed for the kit and really do bring it to life. The figures are available in different grouped packages to pre-order or purchase individually. With packaging now finalised and a Summer release date the kit can be far away now but you can see plenty more information about it and pre-order from either America or Japan on the Zoukei-Mura english language website: www.zoukeimura.co.jp/en



Wingnut Wings 1:32 Pfalz D.IIIa Flying Circus Part 1 Decal sheet

Wingnut Wings have released further decal sheets to offer more choices for finishing their acclaimed kits. This time it is the elegant Pfalz D.IIIa which is covered and Part 1 30019 provides a choice of six different schemes. As usual along with the decal sheets a detailed four page instruction leaflet is provided with background information on each of the schemes and archive photos of the actual aircraft. Where modifications to the kit are required for a particular subject this is also detailed in the instructions. Notes on paint colours are also usefully

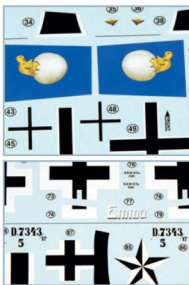
provided. This set comprises two big decal sheets and as usual the print quality is impeccable. Fuselage bands are included along with the tricky diagonally striped panel for scheme F and it is good to see the generic instrument dials, propeller logos and airframe stencilling all included on these sheets as it has been on the other releases. This and the other sheets are available direct from Wingnut Wings for \$19.00 with free postage www.wingnutwings.com



Wingnut Wings 1:32 Pfalz D.IIIa Flying Circus Part 2 Decal sheet

The second Pfalz set 30020 offers a choice of five schemes and in contrast to the predominantly silver grey finish of part one these offer some striking solid colour schemes. As before the instruction sheet provides plenty of guidance to help you realise your chosen set of markings with period photos, background history, colour guide and links to further photos on the Wingnut Wings website. This time the designers have managed to squeeze all the five schemes onto one A4 sized

sheet which is superbly printed. The leaping stag and flying sword emblems are especially noteworthy. Once again the generic instrument dials and stencilling are helpfully included on the sheet. This and the other sheets are available direct from Wingnut Wings for \$19.00 with free postage www.wingnutwings.com



Wingnut Wings 1:32 Albatros D.Va Wooden Wonders Decal sheet

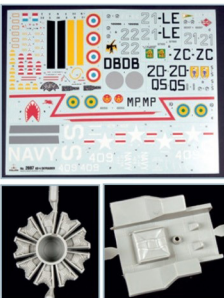
This is Wingnut Wings second 'Wooden Wonders' sheet 30018 for those who like a bit of natural plywood in their aircraft. The sheet contains a total of five schemes, four WW1 period schemes and a fifth unusual scheme for the restored 'Strapp' displayed at the Smithsonian National Air and Space Museum. The original period scheme for this aircraft are included in the Wingnuts D.Va kit, but the suggestion here is that you might want to model this museum piece with all

its idiosyncrasies. As with the other releases the set comes with the four page colour guide with information on the background of the schemes and pilots. The two decal sheets are beautifully printed by Cartograph to the very highest standards. Some schemes will require the separate lozenge decal sheet to complete them but this and the other sheets are available direct from Wingnut Wings for \$19.00 with free postage www.wingnutwings.com



Italeri 1:48 AD-4 Skyraider

Another Italeri re-box here of what we think is the old Eski kit to which Italeri have added a new decal sheet. Sadly the plastic is showing its age with its raised panel lines and crude detail. Forty years ago this is what you had to work with but today it looks just horrible and with Tamiya offering their state of the art versions of the same aircraft in the same scale I cannot imagine many modellers would want to select this particular kit with which to model the Skyraider. So what about the decals? These are good quality and well printed. They offer a



choice of four French Airforce aircraft finished in silver, a Gabonese (French with new roundels) aircraft and one US Navy aircraft in overall blue. A strange mix of subjects in my view considering the variety of American markings that could have been chosen. That said, French markings are more obscure and if you want to model a French example then this sheet may be an ideal solution as long as you don't mind a lot of work or are prepared to work with another kit.



Revell 1:72 F-16C Tiger Meet 2003

Another of Revell's Tiger Meet re-boxes here but this is such a well respected kit I'm sure there'll be no complaints from F-16 fans who can still build several versions from this boxing weather you choose the striking tiger scheme or not, and still have plenty of spare ordnance left over. This kit is now over ten years old (since its first release) but stands up well with some excellent fine detail and good design with the parts breakdown, although our sample has signs of moulding flash which should take much effort to remove. The cockpit detail is very good with raised surface detail subtle enough for 1:72 and also the surface

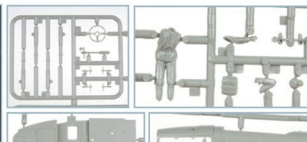
detail of the airframe is nice. General shapes and sizes across the kit fair well and have made this offering a favourite in 1:72. The decals are the new part of the kit and are beautiful quality (designed by Syhart Decal) with the smaller detailed stenciling some of the best you'll see and the 'tiger' colours solid and strong. The subject aircraft F-16C Viper of the Colorado Air National Guard was specially painted for the Americas Tiger Meet (TMOT) in 2003 taking the award for best paint. At Revell's value for money prices these popular kits will probably be snapped up with the added bonus of the nice decals sealing the deal.



Revell 1:48 Pilots and Ground Crew, RAF and Luftwaffe WWII

Revell continue to utilise ICM toolings which is very welcome when sets as nice as these become more readily available at very modest prices. Looking first at the RAF set which includes seven figures and related maintenance equipment including an ammunition loading bench access ladders and welding equipment. The figures are excellent quality rivaling many larger scale offerings for finesse of detail and sculpting. A pair of pilots discussing their latest action, one mounting or dismounting the cockpit and one kneeling petting the dog which is included are supported by two male and one female members of groundcrew. The quality

continues with the equipment which has nice delicate detail, a great set which could populate several scenes. The Luftwaffe set again includes seven figures but no equipment or accessories. Four groundcrew and three pilots / officers exhibit the same quality of sculpting and moulding as the RAF set. A particularly nice pairing is the pilot being helped to buckle-up, and again, the figures could populate a few scenes and add some life and scale to your next finished Luftwaffe piece. I'd highly recommend both of these sets, particularly the RAF version with the equipment and accessories.



Great Wall Hobby 1:48 Focke-Wulf Fw 189A-1 'Nacht Jäger'

When we first looked at Great Wall's Fw 189 in Issue 34 we could see that they had other versions planned and now we have the second night fighter version of their attractive kit. If you missed the first release or have not seen the quality of these kits you will be impressed. The quality of moulding across the kit is as good as you could expect from any injection moulded kit with ultra-crisp detail, subtle panel lines and rivet detail. We can confirm that the kit is also very cleverly designed to make for a pleasurable assembly sequence and comes with detailed engines with removable covers, fully detailed cockpit and provides wheel chocks, access steps and a great standing pilot figure. In this version the instructions have been upgraded to a coloured booklet and the same photoetched fret is included with seat belts, rudder pedals, engine wiring harness, ring sights and liners for the flaps. Also included is a set of pre-cut

canopy masks for all that glazing. Last time around we found these were not always a very good fit and liable to lift so beware. The key differences on this version are the 20mm MG 151 fitted to the rear upper gun mount, new nose radar antenna array and flame damped exhausts. The new gun mount however lacks any sort of ammunition supply which may need to be addressed by the modeller. This time the kit only provides one set of markings as depicted on the box art. We loved the first version of the Fw 189 and this second version looks to be just as nice. We can't help wondering whether for the limited differences the two versions could not have been offered in the same kit? A must have for night fighter fans or those who enjoy a top quality kit. Our sample kindly supplied by the Airbrush Company www.airbrushes.com

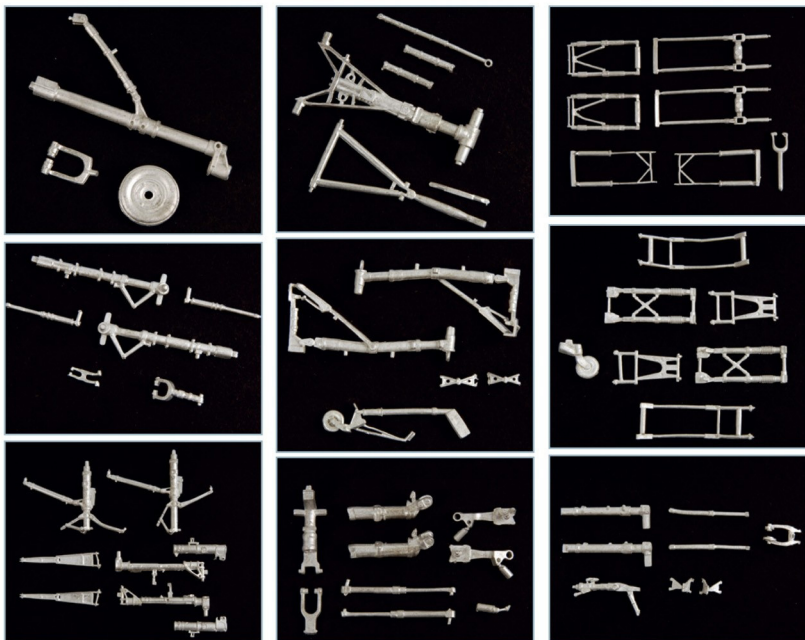


Top Colours 24 Supermarine Spitfire Mk XVI By Janusz Swiaton

I really like the Top Colours series as they offer an excellent concise study with fantastic profiles and the required details to allow you to model all the illustrated schemes. This latest title is tailored perfectly to the new Tamiya 1:32 scale Mk XVI kit and provides a choice of eight different schemes, two Canadian, two Polish, one French and three RAF subjects. Two side profiles, an overhead view and underside details are provided for each scheme allowing for a comprehensive look around each aircraft and the profiles themselves take

Published by Kagero
ISBN 978-8-361220-86-2
Soft back Landscape format 20 pages
www.casematepublishing.co.uk

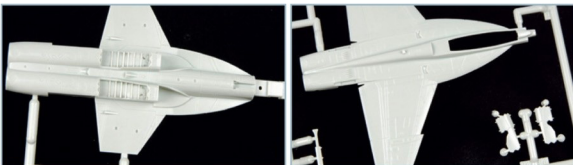
considerable care to accurately depict wear and tear. The high quality Cartograph decal sheet provides markings in 1:72, 1:48 and 1:32 scales although national markings are not supplied. Also included is a sheet of ready cut masks for the 1:32 scale fuselage codes - the other scales rely on the decal sheet for these. A great package for anyone building the Tamiya kit or kits in other scales and one we would highly recommend. Our sample kindly supplied by Casemate www.casematepublishing.co.uk



Scale Aircraft Conversions- white metal landing gear sets

A new range being developed by Scale Aircraft Conversions are these sets of white metal cast landing gear. The foremost benefit of the metal parts is the inherent strength of the material in comparison to the kit plastic which will withstand the weight of the finished model over time (all that resin and brass adds up!) and allow gentle 'weaking' to assure everything sits correctly without any fear of breakages. Any mould parting lines can be removed as easily as the plastic counterparts and you have the option of polishing a finish should you be replicating unpainted metal parts. Kit mounting points remain the

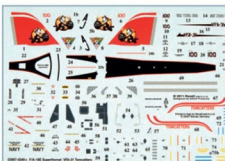
same and any corrections required to the parts have been researched and applied.
Starting with 1:72: 72031 Tu-160 Blackjack Nose Gear (Trumpeter) 72032 Lancaster (Revell) Heinkel He III (Hasegawa) and in 1:48 48131 F14 Tomcat (Hobby Boss) 48134 MiG-21 (Eduard) 48135 Ta 152 (Hobby Boss) and TBF/TBM/MkI Avenger (Hobby Boss) Finally in 1:32 32050 Bae Hawk (Revell) 32051 Spitfire MkVb (Hobby Boss) and 32052 A4 Skyhawk (Trumpeter)
The full range can be seen at www.scaleaircraftconversions.com



Revell 1:144 F/A-18 E Super Hornet

Another release of Revell's popular 1:144 Hornets, this time we have the F/A-18E Super Hornet all freshly tooled. The light grey sprues show some excellent moulding and detail with some very fine and sharp parts giving good finesse in this tiny scale. At first glance the kit has a different design from the previous 'C' version with the lower wing 'stubs' sitting nicely into the main parts of the wings which are moulded

integrally into the fuselage offering good alignment and simple assembly which runs throughout the kit. A wonderful decal sheet with markings for two US Navy aircraft including the 75th anniversary 'Tomcaters' scheme from 2010 with its Felix the Cat tail markings beautifully replicated. Comparisons will be drawn with Dragon's 2 in 1 kit offering but at Revell's pocket money prices this kit is hard to beat for fans of this scale.





A32 108



35L-81



35L-81



A72 005



A48 106



A48 050



A72 003



A72 004

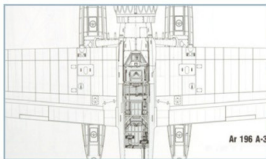
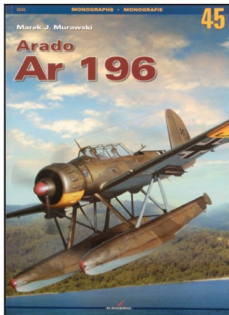


A72 006

ABER

Aber have been busy adding more super detailed aircraft gun barrels to their range and we begin by looking at A32 108 which is a set of 1:32 US .50 Cal M2 barrels for the P-51 Mustang - ideal timing for the new Tamiya kit. The barrels are supplied with separate cooling sleeves and the buffered mounts superbly rendered. The next release is a 1:35 subject 35 L-81 and provides an upgrade for an aircraft twin .50 Cal mount although there is no reference to what kit this is designed for. The set provides a pair of barrels with separate cooling sleeves, new rear and fore sights, an etched ring sight and new cocking handle with turned brass handles. Moving to 1:48 scale now and set A48 106 offers a set of

gun barrels for Japanese A6M3/3a/5/5a Zero kits. The set comes with separate perforated cooling sleeves and includes a pitot tube. A48 050 is a set of 20mm M61A1 super Gatling barrels with turned brass barrels and photoetched rings provided on the separate fret. In 1:72 scale Set A72 005 offers 8 .50 Cal barrels for the P-47 Thunderbolt. Set A72 004 is a full weapons set for the FW 190 A-2 up to A-6 with two MG 17 barrels, two MG FF and four MG 151 and a pitot tube. Similarly set A72 003 provides gun barrels for the Messerschmitt Bf 109 E-3 to G-4 whilst A72 006 offers barrels for the Bf 109 G-5 to K-6 variants.



Ar 196 A-3

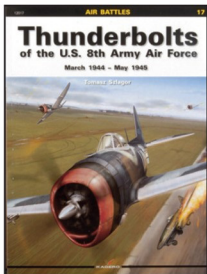


Arado Ar 196 Monographs series No. 45 By Marek J. Murawski

A timely release as a companion to Revell's new 1:32 kit of the Kriegsmarine's 'Mädchen für alles' (maid of all work) this book is packed with visual information which is excellent modelling reference. An introduction to the development of the aircraft is followed by an interesting section on construction with some very nice factory assembly shots. 'Combat Use' outlines the war-time deployment of the Arado but the bulk of the book then covers first hand accounts from the crews on various raiding sorties including specific looks at British submarine hunting and a detailed look at the operations from the warship Admiral Schler

Published by Kagero
ISBN 978-83-61220-96-1
104 pages softbound portrait format
www.casematepublishing.co.uk

with more fascinating first hand accounts and photographic reference. The final section of the book is dedicated to detailed working drawings of components including cockpit components, fuel plumbing and engine which are superb for detailing work as are the 1:72 scale selection of plans which are very comprehensive detailing all versions. If this isn't enough to make you break open a kit there's five pages of high quality colour profiles. A great compact reference of the aircraft for the modeller.

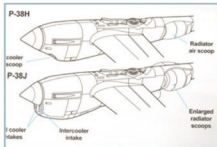


Republic P-47 Thunderbolt "Bubbletop" By Robert Peczkowski

As the title suggests this is a very focussed look at Thunderbolts of 8th Air Force operating in Europe in the latter stages of WWII. Three main chapters are presented; Spring Offensive covers the battle for air supremacy prior to the D-Day landings. Chapter two concentrates on Overlord and Market Garden and the last chapter 'The Quick and the Dead' detailing action towards the end of the war. The text is chronologically laid out detailing action on certain dates backed with first hand accounts and excellent large format shots of the aircraft undergoing maintenance and also action sequences taken from stills from the

Published by Mushroom Model Publications
ISBN 978-83-61421-27-6
160 pages softbound Portrait format
www.casematepublishing.co.uk

aircraft gun cameras, a great collection of images for the modeller to refer to, notably some excellent close-ups of armaments. The five colour profiles included are also great modelling inspiration and of beautiful quality, so much so you're left wanting more. Three pages of quality wartime colour photographs complete an excellent look at the Thunderbolt which will leave most modellers itching to build one I'm sure, a great companion to the new MMP P-47 'Bubbletop' book we looked at last issue. Highly recommended.



P-38 Lightning By David Doyle Published by Squadron Signal Publications

It's great to see the Squadron Signal series still going strong, being produced in the U.S.A. since 1971 providing modellers with compact, value for money reference. This latest aircraft release on the P-38 Lightning follows the traditional 'In Action' format of development coverage then each version and development of the aircraft. Large format period photographs form the majority of the book with detailed captions throughout. Common with other recent releases in the series a fantastic selection of colour images are included which are worth the purchase price alone for valuable modelling reference both of P-38s in flight and receiving maintenance work on the ground. The modelling inspiration continues

ISBN 978-0-89747-626-3
72 pages softbound landscape format
www.SquadronSignalPublications.com

with a good selection of colour profiles including a couple of options in foreign service and for something a little different how about the 5,000th P-38 built at Lockheed's Burbank factory? An all-over bright red finish 'Yippee' would make a very interesting modelling project. More to help the modeller is included with sections of line drawings detailing developments of key areas of the aircraft throughout the full length of WWII. The closing photo of a 'scrapyard' of Lightnings in 1945 after the Japanese surrender goes somewhat to illustrate why the aircraft has always been a rarity. Highly recommended.

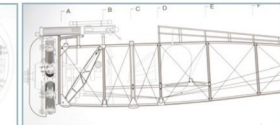
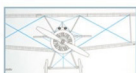
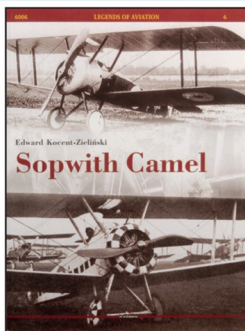


Polish Wings 13 Supermarine Spitfire IX 1942-43 By Wojtek Matusiak

This latest release in the excellent Polish Wings series is absolutely superb! It is stuffed with period photos of the Spitfire Mk. IX supported with the usual high quality colour profiles making for an almost overwhelming visual feast for the modeller. Surely an ideal companion for anyone building the recent Tamiya Mk.IX or even if you do not want to model a Polish aircraft the wealth of generic Spitfire detail makes it an essential reference. Many of the photos show very clearly the different patterns of paint wear around the aircraft and in some cases the pronounced and extensive exhaust stains and fuel stains provide all sorts of modelling inspiration. There are also good shots of general maintenance being carried out and portraits of flight crew which offer plenty of useful details. The

Published by Stratus
96 pages soft back portrait format
ISBN 978-83-61421-35-1 www.mmpbooks.biz

polish machines were also quite colourfully marked with unit badges and personal crew insignia and the thirty five different colour profiles certainly offer a considerable choice. For those looking for something different to the European schemes the book also covers the Polish Combat Team in North Africa and Malta complete with some interesting profiles and a colour picture of a North African aircraft being serviced. The book also includes useful lists of victories and losses. Well worth having in your reference collection if only for the huge selection of archive photos which fill the entire book and we await eagerly volume 15 which covers the Spitfire Mk IX from 1944-46. Highly recommended!

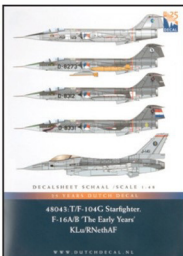
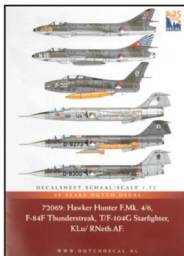


Legends of Aviation Sopwith Camel By Edward Kocent-Zielinski

Fans of World War 1 aviation will be interested in this study of the iconic Sopwith Camel from the respected Polish publisher Kagero. The book follows the expected sequence by tracing the origins of the design, looking at the history of the power plant, and the prototypes and production series. Cockpit layout, armament variations and the aircraft's service both with British and Commonwealth forces and overseas forces are also discussed. Throughout these chapters archive photographs are used to illustrate them with for example some excellent pictures of the cockpit and plenty of different views of the aircraft with a good selection of more exotic finishes to tempt the modeller. The second

Published by Kagero English text
Soft back Portrait format 72 pages ISBN 978-8-361220-94-7
www.casematepublishing.co.uk

half of the book is devoted to some excellent high quality plans of the aircraft in 1:48 and 1:24 scales. Drawings are also provided of the engine and coloured rigging diagrams. There is an eight page colour walkaround section showing the partly stripped down original machine on display at the Polish Aviation Museum. The book concludes with ten different high quality colour profiles which offer some further inspiration for anyone planning to model the Camel. An ideal concise modelling reference which continues the high standards of the Kagero range of publications. Our review copy kindly supplied by Casemate www.casematepublishing.co.uk

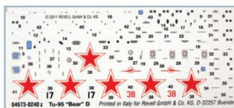


Dutch Decal 1:72 & 1:48 Dutch Airforce Markings

Celebrating their 25th year, Dutch Decal present re-prints of their first 'jet' sets of markings, the first of which is in 1:72 scale No.72069. The Hawker Hunter FMB.49, F-84F Thunderstreak, TF-104G Starfighter, Kluu RNoB AF.

smallest stenciling. The full colour plans are very comprehensive with colour reference for paint also.

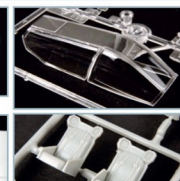
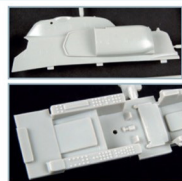
Moving up to 1:48 scale No.48043 covers again the 104G Starfighter with twelve options of markings and colour reference and the 'Early Years' F16 A/B with twelve schemes to choose from on the A5 sheet which is high quality with dense and sharp registration of colour.



Revell 1:144 Tupolev Tu95 'Bear D'

A re-release of Revell's kit of the Bear D and still I think, the only kit from a mainstream manufacturer of this version. A large model even in this small scale, the silver grey sprues are cleanly moulded and a very simple build is promised with very few small parts. Panel lines are recessed and as you'd expect a little overscale for 1:144 and there has been discussion in the past about the kit's fuselage dimensions. It's long thin fuselage joins horizontally and shows a good dry fit but will undoubtedly require some filing. Revell have designed the rest of the airframe well with the wings in multiple parts and tail incorporating the rear

most part of the fuselage. No interior parts are included but would probably not be seen through the tiny glazing. Revell instead suggest adding your own weight to the inside nose to allow the model to sit correctly when assembled. Decals are finely produced to allow two marking options on bare metal finishes to complete this very sleek looking Cold-war beast. Not as an attractive kit as the later Trumpeter Tu-95 versions when you open the box, but a solid looking kit and available again at a budget price.



Italeri 1:48 Bell AH-1W Super Cobra

Italeri must have realised this kit has been hard to get your hands on lately and have announced a re-release with the same catalogue number of 833. The kit is unchanged which is welcome in one respect but a major (although easily rectified) goof of the rotor blades facing the wrong way remains unchanged. The kit is very simple consisting of two grey sprues and one clear for the canopy which has the option to cut through and allow the sides to hinge open. If you do plan to open the canopy the detail of the interior may not be enough for some modellers as it's pretty basic and lacking many items. Help is at hand with an easy fix from www.cobracompany.com of a resin cockpit (the set also containing some detailed exhaust which are another worthwhile addition). Weapons are

comprehensive with 20mm gun, and Tow, Sidewinder, and Hellfire rockets included, the Sidewinders having particularly good detail. Airframe detail is good but maybe the rivets are a touch over-scale for 1:48.

Two marking options are included on the predominantly black matt finish decal sheet, an overall sand finish, HMLA-369 Saudi Arabia 1991 and grey / green camo HMLA-167 Persian Gulf 1987 with plenty options offered by aftermarket companies available.

An overall decent kit from Italeri of the 'Whiskey Cobra' which may well be pleased to see back on the market, a good basis for a detailing project and the problem of the rotor direction is easily fixed with some basic modelling skills.



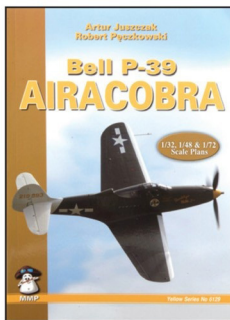
French Wings No.2 Nieuport-Delage Ni-D 29 and Ni-D 62 Family By José Fernandez

The second in the French Wings series follows a similar format as the first offering which is good news for the modeller, being heavily biased toward the images and colour profiles of the attractive biplane and sesquiplane produced by Nieuport-Delage in the 1920s and early 1930s. Not only the French versions are featured but also those built under license and used by countries including Belgium, Italy, China, Brazil and Sweden including some particularly handsome colour schemes from both sides of the Spanish Civil War. The book is split around one third dedicated to the Ni-D29 and two thirds to the Ni-D 62 family,



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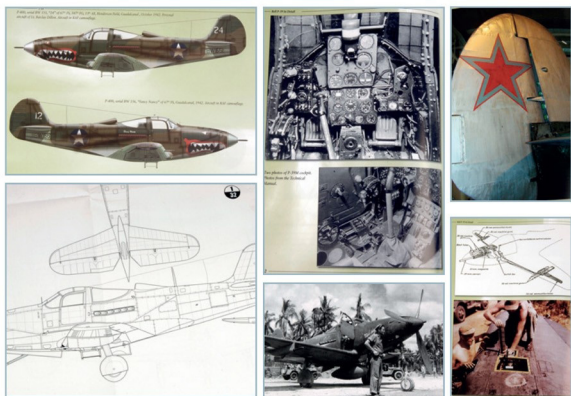
both following the same format of development history and period photographs in-dispersed with colour profiles detailing use by the different countries which is pleasing for the modeller referring to both the colour illustrations and photographs on the same spread. Some of the period photographs are superb being very clear and sharp where others show their age with the rarity being the reason for inclusion. Another concise and comprehensive reference on a niche subject very well presented and great modelling reference for any fans of this 'between the wars' period.



Bell P-39 Airacobra

By Artur Juszcak and Robert Peczkowski

Rejected by the RAF but widely and successfully campaigned by the Soviets, the acclaimed Bell P-39 is undoubtedly an elegant and innovatively designed aircraft of its time, mainly due to the mid-engine configuration. This is the latest release in the popular MMP 'Yellow' series, these books have a lovely chunky feel to them due to the smaller A5 format but the excellent feature of separate plans printed double sided (1:48 and 1:32) on quality A2 paper. A brief introduction to the development of the aircraft takes you into no less than fourteen versions with detail changes explained with captioned line drawings and further plans in 1:72. This is all illustrated further with period photographs



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160 pages softbound portrait A5 format
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providing excellent all-round modelling reference. A large section of the book is devoted to a walk-around style photo reference of a mix of restored and original condition P-39s (the preserved Russian P-39Q is incredible) which is invaluable, all of the elements you may want to improve levels of detail are covered comprehensively with superb cockpit and engine photographs, illustrations and original manual illustrations. To finish off, more than fifty high quality colour profiles covering aircraft serving with the USAAF, RAF, Soviet, French, Italian forces and more. You really couldn't wish for more information in a single publication, highly recommended.



1:32nd Scale Wingnut Wings

LVG C.VI

Jose Maria Martinez Fernandez

The LVG C.VI reconnaissance aircraft was manufactured in 1917 and LVG is an abbreviation of Luftverkehrsgesellschaft, the plane was designed by Willy-Müssigbrodt Sabersky.

The C.VI was developed from the CV, it was lighter, smaller and more refined than its predecessor, although the body seemed more cumbersome. It was a biplane mostly built from mixed wood construction, the fuselage was a semi-monocoque coated plywood. The wings were rectangular, built of wood, metal and linen, the upper wing was slightly larger in width to the bottom and the vertical fin was made of wood whilst the rudder and elevators were a wooden structure covered in fabric.

It was powered by a Mercedes Benz 6-cylinder water cooled engine, developing 200bhp that allowed top speeds of 170 Kph and service ceiling of 6500m, the engine water radiator was mounted in the central section of the top wing.

Weapons were two machine guns, a fixed Spandau LMG 08/15 and Parabellum LMG 14/17 LMG14 mounted on a movable ring in the observers position. It had a fixed undercarriage and a rear skid.

It was equipped with a radio that could only send Morse code transmissions through an antenna at the bottom of the device. The crew had access to special cold weather flight suits and parachutes. A total of 1100 of the aircraft were built, most being used by German observation forces on the Western Front in the First World War.

After the war, the Deutsche Luft-Reederei (DLR) used several of these aircraft for passenger services. The Polish Air Force used several aircraft during Polish-Soviet war. The Finnish Air Force purchased two airplanes. Several (at least eight) were used by Lithuania, the last two survived until 1940. Three of them were used in Czechoslovakia, two in Switzerland (1920-1929) and several in the USSR.

Today, there are three surviving C. Vis. One is on display at the RAF Museum in Hendon the one in the Brussels Air Museum in Belgium and one in the Musée de l'Air et de l'Espace in Paris.

THE MODEL

The model is the Wingnut Wings 1:32 kit, an amazing kit with great detail. It has a total of 166 parts across the grey sprues all individually bagged, a fret of photoetch, beautiful decals, a very high quality and exciting kit!

CONSTRUCTION

I will divide the assembly process into several sections for clarity.



The cabin:

In this first section I followed more-or-less the kit instructions. Several pieces need to be painted separately before assembly using techniques to simulate various shades and grain of the wood.

Beginning with the seat I airbrushed a base colour of (Tamiya)XF52 and highlights in XF-57 and XF5. Shadows are created with XF10 and the photoetched seatbelts added.

The fuel tank was base coated in matt black with grey highlights added.



Technique to simulate wood:

Now we begin the biggest challenge of the model, simulating the wood. The process starts with a base coat of brown, ochre or yellow depending on the type of wood to be represented.

When the base coat is dry you can apply the yellow ochre or burnt sienna oil paints 'dragged' with a brush in the direction of the grain. With a sponge, the oil colour is removed in places giving the grain effect. This can be further refined by re-touching with a fine brush until the desired effect is achieved. The final touch is a coat of Tamiya lacquers X24 and X26.

I worked with two airbrushes, one with each of the lacquers in helping to achieve the desired result without having to keep cleaning the airbrush.

A fine coat of X24 gives a yellow tone, this can be applied all-over or in streaks to emphasise the grain. Work with the X26 does the same enhancing the grain effect gradually until it is to your satisfaction. Once this process is finished I allowed three days drying time.

With all of the wooden surfaces treated with this effect, and everything dry, assembly continued according to the instructions. Now is the time to do the wiring inside the cockpit, before assembly I had to make three holes of 0.4 mm in parts A36 and A37, I made holes in both ends of the bottom panel to get wires through exiting from the pedals, I simulated these cables with 0.2mm steel wire and add brass tube of 0.5 mm to simulate the connectors.



Inside of the fuselage:

This replicates the same patterns as on the outside and painted using the same techniques. First an acrylic base is applied, but different for each panel, I used XF-55, XF-59 and XF-60. Varying shades of the oils in order to give even more variation, this is all according to our taste, I basically used, yellow ochre, sienna, amber, orange, grey and green paints.

The inside panels are masked and painted in different base shades following the pattern of the panels on the outside of the fuselage. This takes some time but the finished effect (once the graining technique is applied) is worth it. When applying the X24 and X26 make sure to remove any masking tape before the lacquer dries or it will peel off with the tape. It is best to wait three or four days for paints to dry before masking

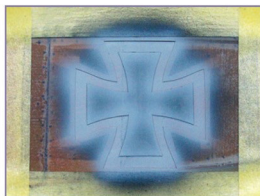
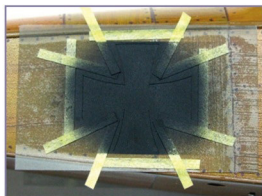
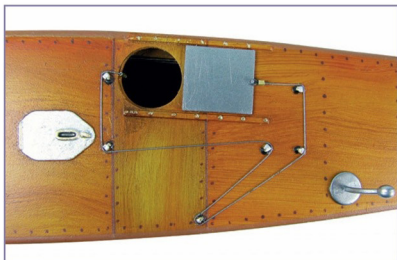
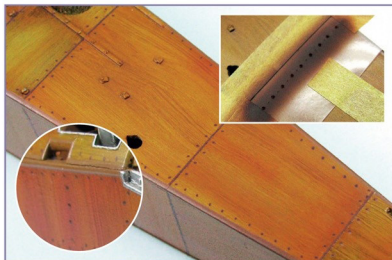
With all this done it is time to close the fuselage



Outside of the fuselage:

The outer fuselage follows exactly the technique of the interior, the painting process is long and tedious but the results are spectacular. Once the wood surfaces were finished I decided to replicate the rows of nails.

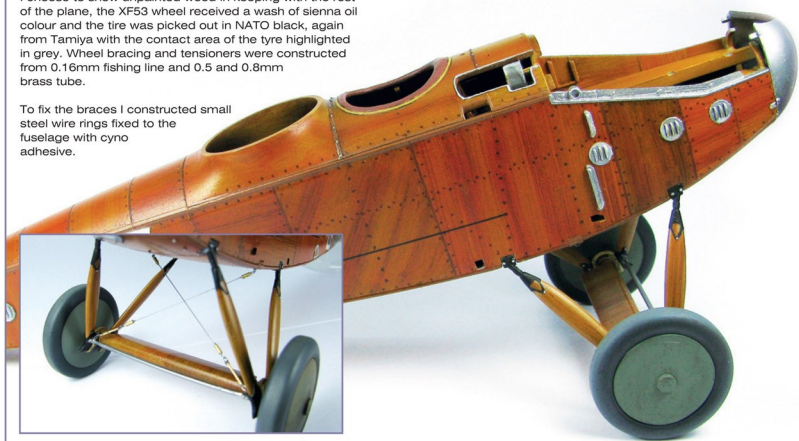
To simulate the nails, I produced acetate templates in strips marking them with a rivetting tool. Once marked, holes were punched through with a fine needle. The templates were positioned and airbrushed with XF52, this process was repeated across the fuselage to give an even more satisfying result. The next step was to paint the crosses using Montex masks (designed for an Albatross but correct in size) Smaller markings were applied with the decals over a coat of gloss varnish. Once all of the markings were finished a coat of satin varnish was applied.

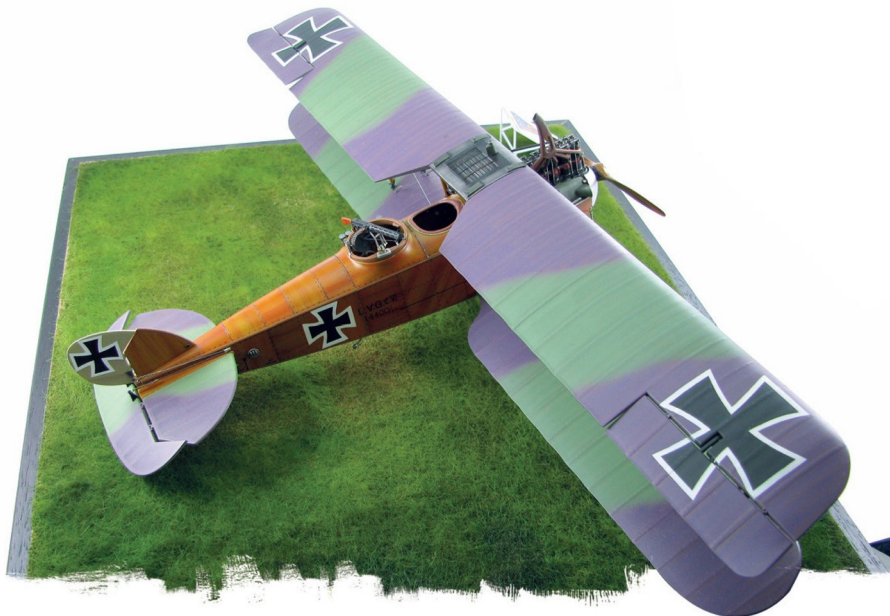


Landing gear:

I choose to show unpainted wood in keeping with the rest of the plane, the XF53 wheel received a wash of sienna oil colour and the tire was picked out in NATO black, again from Tamiya with the contact area of the tyre highlighted in grey. Wheel bracing and tensioners were constructed from 0.16mm fishing line and 0.5 and 0.8mm brass tube.

To fix the braces I constructed small steel wire rings fixed to the fuselage with cyno adhesive.





Construction of the braces:

We have to construct turnbuckles to tension all the struts. These were all done in the same way!

- Tensioners:

To construct the tensioner needs 0.20mm steel wire and brass tube 0.5 X 0.3mm.

Cut the tube to a length of 5mm, cut the wire and make this into a ring at one end with the help of round nose pliers. I then introduce the other end into the tube until it holds the tube, at the other end the loop is left as a hook.

- Spacers:

For this use fishing line painted with metallic paint and cut bushings of brass tube of 0.8 mm and a length of 1mm.

- Anchor points braces:

To anchor the struts to the fuselage I built some rings with 0.20mm steel wire, using round nose pliers again to form a loop and then twisting the legs of wire together to form a pin.

- Installation of bracing:

The model provides some small holes that indicate the rigging points, with a 0.5 mm drill bit I made the holes a little bit deeper.

I placed a loop in each hole and hooked in a tensioner and closed the loop of the fishing line. The other end had a cap of 0.8mm tube and a ring through which the line is passed, attach it to fishing line with a drop of cyano, wait a few seconds and cut off any excess wire. At the other end of the fishing line I put another cap tube of 0.8 mm, I threaded the line through the tensioner and back into the cap. Pull the thread taut, and glue with cyano and hold the line taut until it dries. Once dry cut the excess thread, and with this we have the first brace, you simply have to proceed the same way with all the rigging.



Engine:

This is one of the strengths of the Kit, the whole kit is splendid but the engine is notable for its detail, in addition on the Internet I found a person who had made his own photoetch which I liked the look of, I contacted him and he very kindly made me a copy which I appreciate greatly the improvement focuses on the cylinder heads and fittings around the spark plug leads, the result is stunning once assembled, leaving me amazed at the levels of detail achieved using the photoetch.

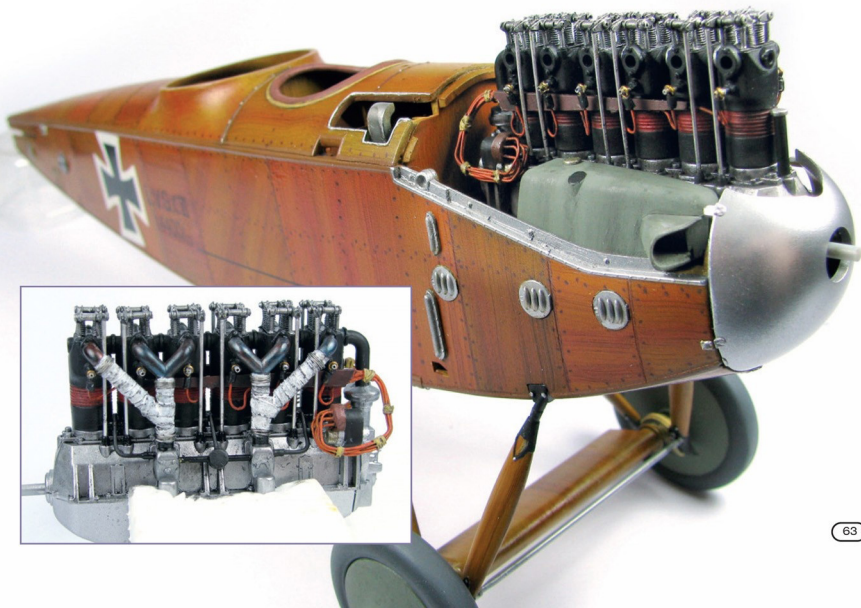
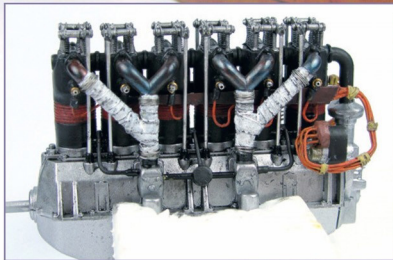
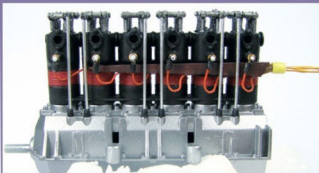
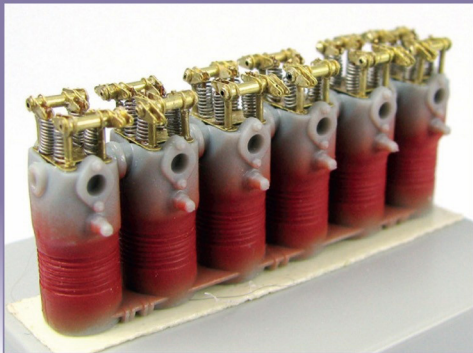
I replaced the spark plugs with hollow brass tube of 0.5mm, I fitted the base of the etched cylinder heads, and used 0.2mm brass tube for the push rods. The next step is to paint the center of the cylinders in red, mask and paint the black cylinder, mask and paint the cylinder heads in steel.

It's time to glue the cylinder block, and once it is done to add the guide brackets for the ignition leads. The leads were made from 0.2mm connected to each of the cylinders.

With everything in position the engine is ready for the dirt, which I did with black pigment and oils.

Moving on to the exhaust pipe, the first thing is hollow out the end of it, then to add some weld seams using stretched plastic. I painted everything with XF-10 and an earth colour pigment to simulate different exhaust tones. Black pigment simulates the soot and a pencil is used to add a metallic sheen to the welds.

In order to see the engine I did not fit the top covers but finished them in steel and placed them beside the plane. I bought a replacement machine gun for the kit (eBay) which provides more detail than the original. I then painted this in black and charcoal powder to give a metallic appearance.



Wings:

First paint the struts that go between the wings using the wood grain technique and black ends.

Radiator:

To mount the photoetched cover the first thing is to completely remove the moulded plastic parts. Fitting the new radiator is easy but needs to be a good fit, and the blades are placed in the bottom and the vents in the top. I painted the radiator grilles in aluminum and steel colour with blue and red shades to simulate the heat, everything is finally washed with oils.



Tail:

I started with the underside colour using Tamiya XF-23, and afterwards masked the 1.5 mm wide rib tapes, and darkened with a mix of XF-23 XF-18 black. I applied it over the masks getting allowing an overspray on each side of the strips, removed the tape and the ribs are marked. A very dilute overspray of the base colour will tone down the shadows if they are too strong. Once the paint is dry I applied a dilute wash of Sienna and Yellow Ochre oils and dragged them from front to back in the direction of the airflow. After the underside I had to camouflage the top, and I wanted to use another type of camouflage instead of the typical lozenge pattern used on almost all versions of this airplane, but instead using the colours, XF-71 and X-16 + XF-52.

I started with the XF-71 and used the same masking technique to enhance the ribs. The second colour is applied by hand, this colour is also a highlighting shade. When dry, I made the two thin lines with the airbrush in the corresponding colour following the ribs and very transparent following the direction of the airflow again.

The rudder paint colour is XF-55 and the cross is mask painted with the same method as on the fuselage. The guide horns and levers for the control cables were drilled with a 0.3mm drill bit and painted in black and grey respectively. Once the tail was installed I put a turnbuckle in each of the drilled control parts and the other end of the wire to each guide horn on the fuselage using cyano.

On to the wings:

The method of painting is the same as for the tail, the difference is that I had to paint the cross, using Tamiya paints again. This was done using the Montex Mask again. Once completed and before gluing I had to put a ring on each rigging point using the same technique for the rings as I mentioned earlier.

Assembling the wings to the fuselage:

First mount the struts on bottom wing and immediately dry fit the upper wing, let them dry. The fuselage fit is good, but when I connect to the central radiator I had to make some adjustments because of the modifications with the photoetched parts.

Fitting the rigging:

In each ring is attached a turnbuckle and then it is only a matter of threading the yarn cable to its corresponding ring. I greatly enjoyed this part and I love to see the plane slowly fill with rigging. This system for the rigging is simple and fast, and in just two days it was all arranged.

Final assembly:

Once the engine is mounted in the fuselage, wings, fuselage and the struts are in place, it just left the final details that remain. The first is the observer's machine gun position, I ruled out the kit gun as the early releases like this lacked photoetched sleeves for the guns, and I bought an aftermarket photoetched example. This was painted in the same way as the front gun.

The icing on the cake is the propeller and decided on a two tone banded finish. First I applied XF-59, before masking and painting another vein of XF-68, and then applied the method to simulate wood with earth shadow and yellow ochre, finishing with clear orange, black paint on the hub and steel screws.

Conclusion:

Finally after several months, the project draws to a close. Now I see the plane over on the shelf and see something missing. I decided to make a simple base of grass I painted in various colours of green.

I decided to find a figure, and found a Prussian officer who fits perfectly what I want. In my search, I came across a small resin dog which reminds me of my own dog and decide to paint it and place it beside the figure. My experience is very limited with painting figures but the result after much effort I decided did not seem right and I put the dog at his side. The end result of the scene I really like and think is a decent base for the aircraft.

Acknowledgements:

I dedicate this first model to my family for their patience and understanding during the long hours spent on the construction of this model second to thank the members of the association MODEL34 all the help and encouragement they have given me, without them this model would not have come to fruition.





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